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GREAT BRITAIN

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

WITH 28 MAPS, 65 PLANS, AND A PANORAMA

SEVENTH EDITION
REVISED AND AUGMENTED

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'Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'

PREFACE.

The Handbook to Great Britain, which now appears in a seventh edition, is intended to help the traveller in planning his tour and disposing of his time to the best advantage, and thus to enable him the more thoroughly to enjoy and appreciate the objects of interest he meets with. The writer is *Mr. J. F. Muirhead, M. A.*, who has for many years taken part in the preparation of the English editions of Baedeker's Handbooks, and has personally visited the greater part of the districts described.

No one is better aware than the Editor himself of the imperfections almost inseparable from the early editions of a guide-book. For the improvement of this work, however, he confidently and gratefully looks forward to a continuance of those valuable corrections and suggestions with which travellers have long been in the habit of favouring him. Hotel-bills, with annotations showing the traveller's opinion as to his treatment and accommodation, are particularly useful.

The seventh edition of the Handbook to Great Britain has been carefully revised and brought down to date. The description of London is, of course, only a brief abstract of the most important points, summarized from the Editor's separate Handbook to London; while the section devoted to Scotland, though carefully brought down to date so far as it goes, is still so condensed as to form merely a stop-gap for the special Scottish volume which the Editor hopes to publish on some future occasion.

In the preparation of the Handbook the Editor has received most material aid from numerous English friends. In particular he desires to express his acknowledgments to the Deans of the English and Welsh cathedrals; to several resident members of the Universities of Oxford and Cambridge; to *Professor Kirkpatrick* of Edinburgh; to *Professor Tout* of Manchester; to *Professor Campbell Brown* of Liverpool; and to the superior officials of most of the leading Railway Companies. The Introductory Sketch of Architecture in England, from the pen of the late *Professor Edward A. Freeman*, also materially enhances the value of the Handbook.

On the MAPS and PLANS the Editor has bestowed special care, and he believes that they will often render material service to the traveller, and enable him at a glance to ascertain his bearings and select the best routes. The present edition has been enriched by 5 new Maps and 6 new Plans.

HOTELS. The Editor has endeavoured to enumerate, not only the first-class hotels, but others also of more modest pretensions, which may be safely selected by the 'voyageur en garçon', with little sacrifice of comfort and great saving of expenditure. Those which the Editor has reason to believe good of their class are denoted by asterisks; but doubtless there are others of equal excellence among those that are unstarred. Although changes frequently take place, and prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure.

To hotel-proprietors, tradesmen, and others the Editor begs to intimate that a character for fair dealing and courtesy towards travellers is the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

Abbreviations.

R. = Room; A. = Attendance; B. = Breakfast; D. = Dinner; L. = Luncheon; Rfmts. = Refreshments; temp. = temperance. — N. = North, Northern, etc.; S. = South, etc.; E. = East, etc.; W. = West, etc. — M. = Engl. mile; ft. = Engl. foot; min. = minute; hr. = hour. — *l.* = pound sterling; *s.* = shilling; *d.* = pence; *g.* = guinea (21 shillings). — ca. = circa, about. — L.N.W.R. or L. & N.W.R. = London & North Western Railway; G.W.R. = Great Western Railway; G.C.R. = Great Central Railway; N.B.R. = North British Railway, and so on. — E.E. = Early English (architecture); Dec. = Decorated; Perp. = Perpendicular.

The letter *d* with a date, after the name of a person, indicates the year of his death. The number of feet given after the name of a place shows its height above the sea-level. The number of miles placed before the principal places on railway-routes indicates their distance from the starting-point of the route.

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INTRODUCTION.

I. Money. Expenses. Passports. Custom House. Time.

Money. In Great Britain alone among the more important states of Europe the currency is arranged without much reference to the decimal system. The English *Gold* coins are the sovereign or pound (*l.* = libra, livre) equal to 20 shillings, and the half-sovereign. The *Silver* coins are the crown (5 shillings), the half-crown, the florin (2 shillings), the shilling (*s.* = solidus), and the sixpenny and threepenny pieces. The *Bronze* coinage consists of the penny (*d.*, Lat. denarius), of which 12 make a shilling, the halfpenny, and the farthing ($^1/_4$*d.*). The *Guinea*, a sum of 21*s.*, though still used in reckoning, has been out of circulation as a coin since about 1820. A sovereign is approximately equal to 5 American dollars, 25 francs, 20 German marks, or 24 Austrian crowns (gold). The *Bank of England* issues notes for 5, 10, 20, 50, and 100 pounds, and upwards. These are useful in paying large sums; but for ordinary use, as change is not always readily procured, gold is preferable. The number of each note should be taken down in a pocket-book, as there is, in this case, a bare possibility that it may be traced and recovered, if lost or stolen. The notes of certain provincial banks circulate locally; in Scotland the place of the sovereign is very generally taken by the one-pound notes of several privileged banks, which circulate freely throughout that country only. *Foreign Money* does not circulate in England, and it should always be exchanged on arrival. A convenient and safe mode of carrying money from America or the Continent is in the shape of letters of credit, or circular notes, which are readily procurable at the principal banks. A larger sum than will suffice for the day's expenses should never be carried on the person, and gold and silver coins of a similar size (*e.g.* sovereigns and shillings) should not be kept in the same pocket.

Expenses. The cost of a visit to Great Britain depends of course on the habits and tastes of the traveller. If he frequent first-class hotels, travel first-class on the railways, and systematically prefer driving to walking, he must be prepared to spend 30-40*s.* a day or upwards. Persons of moderate requirements, however, will have little difficulty, with the aid of the information in the Handbook, in travelling comfortably with a daily expenditure of 20-25*s.*, while the pedestrian or cyclist of moderate requirements may reduce his expenses to 10-15*s.* per diem, or even less in some of the remoter districts.

Passports are not necessary in England, though occasionally useful in procuring delivery of registered and *poste restante* letters.

Custom House. Almost the only articles likely to be in the possession of ordinary travellers on which duty is charged are spirits (including perfumed spirits) and tobacco, but half-a-pint of the former and 1/2 lb. of the latter (including cigars) are usually passed free of duty, if duly declared and not found concealed. Passengers from the Channel Islands are allowed only half these quantities. On larger amounts duty must be paid at the rate of 12*s.* 4*d.* to 19*s.* 1*d.* per gallon of spirits and 3*s.* to 5*s.* 6*d.* per pound of tobacco. A small fine is also leviable on packets of tobacco or cigars weighing less than 80 lbs.; but quantities of 7 lbs. from non-European ports or of 3 lbs. from European ports beyond the Straits of Gibraltar are passed without fine. Chocolate and sweetmeats of all kinds are dutiable also. Foreign reprints of copyright English books are confiscated. The custom-house examination is generally lenient. — Dogs are at present allowed to land in Great Britain only on condition that they remain isolated under the care of a veterinary surgeon for six months after the date of landing.

II. Principal Routes to and from Great Britain.

a. Routes to England from the United States and from Canada.

The data in the following lists refer to the summer-services of the various steamship companies, but the times and fares are liable to alteration. On the more popular routes and at the most frequented seasons it is desirable to secure berths in advance. Fares are reduced during the winter-season (1st Nov. to 31st March). Children between 1 and 10 years of age are generally charged half-fare (between 1 and 12 in the second cabin). Comp. notes in *Baedeker's London.*

Cunard Line. A steamer of this company starts every Sat. and every second Tues. from New York and every alternate Tues. from Boston for Queenstown, Fishguard, and Liverpool. Passengers landing at Fishguard (p. 217; steam-tender) are conveyed thence to London by boat-train (4 3/4 hrs.; comp. R. 26). Saloon-fare 75-175 dollars; second cabin 42 1/2-57 dollars. Steamers from Liverpool for New York every Sat., for Boston every second Tuesday. Fare 12-50*l.*; second cabin 9-15*l.* — Office in Liverpool, 8 Water St.; in London, 93 Bishopsgate St., E.C., and 29 Cockspur St., S.W.; in New York, 21 State St. Chief steamers: 'Mauretania' (31,900 tons), 'Lusitania' (30,800 tons); 'Caronia', 'Saxonia', etc.

The five lines immediately following all belong to the *International Mercantile Marine Co.* (the 'American Combine'), with combined offices at 27-30 James St., in Liverpool; at 1 Cockspur St., S.W., and 38 Leadenhall St., E.C., in London; and at 9 Broadway, in New York.

White Star Line. Steamer every Thurs. (fortnightly Jan.-March) from New York to Queenstown and Liverpool and *vice versâ.* Saloon 75-175 dollars; second cabin 40-50 dollars. 'Baltic' (24,000 tons), 'Cedric', 'Celtic'. — From New York to Southampton and *vice versâ* every Wed. viâ Plymouth and Cherbourg on the E. voyages, viâ Cherbourg only on the W. voyages. Passengers landing at Plymouth should be careful to do so in the tender belonging to the railway by which they mean to continue their journey (to London, etc.; comp. p. 148). Saloon from 92 1/2 dollars; second cabin from 42 1/2 dollars. 'Adriatic' (25,000 tons), 'Oceanic', 'Majestic', 'Teutonic'. — From Boston to Liverpool and *vice versâ*, once or twice a month. Saloon from 72 1/2 dollars; second cabin from 40 dollars. 'Republic' (15,400 tons), 'Cymric'.

American Line. Every Sat. from New York to Southampton and *vice versâ*, calling at Plymouth (eastbound only) and Cherbourg (in both directions). Saloon from 92½ dollars; second cabin from 47 dollars. 'St. Louis', 'St. Paul', 'Philadelphia', 'New York'. — From Philadelphia to Liverpool every Sat., returning every Wed. (no first cabin; second cabin from 8*l.* 10*s.* or 42 dollars). 'Haverford', 'Merion', 'Noordland'.

Dominion Line. From Quebec and Montreal in summer, and from Portland (calling at Halifax westbound) in winter, to Liverpool and *vice versâ* weekly. Saloon from 13*l.* or 65 dollars; second cabin from 8*l.* 10*s.* or 42½ dollars. 'Albany', 'Alberta' (each 14,000 tons).

Leyland Line. From Boston to Liverpool and *vice versâ* every Sat. (in winter from Boston on Wed.). Saloon passengers only; fare from 13*l.* 10*s.* or 67½ dollars. 'Devonian', 'Winifredian' (each 10,400 tons), 'Canadian', 'Bohemian'.

Atlantic Transport Line. From New York to London and *vice versâ* every Sat. (in winter from London on Thurs.). Saloon passengers only; fare from 13*l.* 10*s.* or 67½ dollars. 'Minnewaska' (14,200 tons), 'Minnehaha', 'Minneapolis', 'Minnetonka' (each 13,400 tons).

North German Lloyd Line. From New York to Plymouth every Tues. and Thurs. (landing at Plymouth, see pp. xviii, 148). Fares (New York to London from 95, second cabin from 54¾ dollars) vary greatly according to season and steamer. From Southampton to New York every Wed. and Sun. (at Southampton passengers are conveyed to the liners in steam-tenders). London offices: 2 King William St., E.C., and 32 Cockspur St., S.W.; New York office: 5 Broadway. 'George Washington' (27,000 tons), 'Kronprinzessin Cecilie' (20,000 tons), 'Kaiser Wilhelm II.' (19,300 tons).

Hamburg-American Line. From New York to Plymouth every Sat. (less often in winter). Saloon from 90 dollars; second cabin from 55 dollars. From Southampton to New York every Frid. and from Plymouth to New York every Mon. (both less often in winter). Saloon from 18*l.*; second cabin from 10*l.* London offices: 14 Cockspur St., S.W., and 78 Gracechurch St., E.C.; New York office: 37 Broadway. On the 'Kaiserin Auguste Victoria' (25,500 tons) and the 'Amerika' (22,200 tons) passengers may obtain a rebate of 15-25 dollars on the fare and pay for their meals in 'Ritz's Carlton Restaurant'. On the 'Deutschland' (16,500 tons) *à la carte* meals are served in the grill-room.

Anchor Line. From New York to Glasgow and *vice versâ* every Sat.; fares from 10*l.* Office in London, 4 St. Mary Axe, E.C.; in Glasgow, 57 Union St.; in New York, 17 Broadway. 'Caledonia' (9200 tons), 'California', 'Columbia'.

Canadian Pacific Railway (*'C. P. R.'*). Steamers of this company ply from Montreal every Thurs. in summer and from St. John every Sat. in winter for Liverpool, returning every Frid. or Tuesday. Saloon-fare from 11*l.*; second cabin from 8*l.* London offices: 62-65 Charing-Cross, S.W., and 67 King William St., E.C. 'Empress of Britain', 'Empress of Ireland' (each 14,500 tons), 'Lake Manitoba'.

Allan Line. From Quebec and Montreal in summer, and from St. John and Halifax in winter, to Liverpool and *vice versâ*, almost weekly. Cabin from 50, second cabin from 37½ dollars. Steamers also to Glasgow from Boston, from Montreal and Quebec (from Portland in winter), and from St. John's (Newfoundland) or Philadelphia. Offices in London, 5½ Pall Mall, S.W. and 103 Leadenhall St., E.C.; in Liverpool, 19 James St.; in Glasgow, 25 Bothwell St. 'Victorian', 'Virginian' (each 12,000 tons), 'Corsican' (11,500 tons).

The average duration of the passage across the Atlantic is 6-9 days. The best time for crossing is in summer. Passengers should pack clothing and other necessaries for the voyage in small flat boxes (*not* portmanteaus), such as can lie easily in the cabin, as all bulky luggage is stowed away in the hold. Stateroom trunks should not exceed 3 ft. in length, 1½-2 ft. in breadth, and 15 inches in height. Trunks not required during the voyage should be marked 'Hold' or 'Not Wanted', the others 'Cabin' or 'Wanted'. The steamship companies generally provide labels for this purpose. Dress for the voyage

should be of a plain and serviceable description, and it is advisable, even in midsummer, to be provided with warm clothing. Ladies should not forget a thick veil. A deck-chair, which may be purchased (from 6*s.* or 7*s.* upwards) or hired (2-4*s.*) from the deck-steward, is a luxury that may almost be called a necessary (comp. p. 347). Bought chairs should be distinctly marked with the owner's name or initials, and may be left in charge of the steamship company's agents until the return-journey. Seats at table, retained throughout the voyage, are usually assigned by the saloon-steward immediately after starting; and those who wish to sit at a particular table or beside a particular person should apply to him. The passenger should interview also the bath-steward to fix an hour for his morning-tub. It is usual to give a fee of 10*s.* (2½ dollars) to the table-steward and to the stateroom-steward, and small gratuities are expected also by the boot-cleaner, the bath-steward, etc. The stateroom-steward should not be 'tipped' until he has brought all the passenger's small baggage safely on to the landing-stage or tender.

On arriving passengers usually remain on board the steamer until the baggage has been placed in the custom-house shed. Here the owner will find his property expeditiously by looking for the initial of his surname on the wall. When the examination (comp. p. xviii) is over, porters convey the luggage to a cab or the train (3*d.* for small articles, 6*d.* for a large trunk). Agents of the English railway-companies, etc., meet the steamers on arrival in England and undertake to 'express' baggage on the American system to any address. — Baggage may be 'expressed' from New York to any city in Europe; among the chief express companies, all in Broadway, are: *Adams Express Co.*, No. 59; *American Express Co.*, No. 65; *United States Express Co.*, No. 49; *Wells, Fargo, & Co.*, No. 51.

b. Routes from Great Britain to the Continent.

The quickest routes to the chief Continental centres from practically any part of Great Britain are the express routes viâ Dover, Folkestone, Newhaven, Queenborough, or Harwich; but there are longer steamer-routes from other ports that offer an agreeable alternative to the unhurried traveller besides being generally cheaper.

To Amsterdam. a. From London: Holland Steamship Co. twice weekly in ca. 20 hrs. (fares 15*s.*, 10*s.*, 7*s.* 6*d*). Comp. also p. xxi under *Flushing* and *Hook van Holland*. b. From Hull (p. 476): Hull & Netherlands Steamship Co. twice weekly in ca. 20 hrs. (15*s.*, return 20*s.*). c. From Goole (comp. p. 451): Goole Steam Shipping Co. twice weekly (15*s.*, return 20*s.*). d. From Leith (p. 534): Geo. Gibson & Co.'s steamer once weekly (2*l.*).

To Antwerp. a. From Harwich (p. 498): daily in ca. 10½ hrs. (fares from London, 26*s.*, 15*s.*). b. From Hull (p. 476): North-Eastern Railway steamer on Mon., Wed., & Sat. in ca. 20 hrs. (15*s.*, 7*s.* 6*d.*). Wilson Line on Sat. in ca. 22 hrs. (15*s.*, return 20*s.*). c. From Grimsby (p 477): Great Central Railway steamer on Mon., Wed., & Frid. in ca. 20 hrs. (15*s.*, 7*s.* 6*d.*). d. From Goole (comp. p. 451): Lancashire & Yorkshire Railway steamer thrice weekly (15*s.*, return 20*s.*) e. From Newcastle (p. 463): Tyne-Tees Steam Shipping Co. (20*s.*, 11*s.* 6*d.*). f. From Leith (p. 534): Geo. Gibson & Co.'s steamer twice weekly (30*s.*, return 50*s.*).

To Bordeaux. From London (Irongate & St. Katharine's Wharf): General Steam Navigation Co. weekly in ca. 60 hrs. (3*l.* 10*s.*, 2*l.* 7*s.*, incl. meals).

To Boulogne. a. From Folkestone, see p. xxi under *Paris*. b. From London (Chamberlain Wharf, Tooley St., E.C.): Bennett Steamship Line thrice weekly in 9 hrs. (10*s.*). c. From Southampton: Hamburg-American Line thrice monthly (30*s.*); see p. xix.

To Bremen (Bremerhaven). a. From Plymouth (see p. 148): North German Lloyd weekly in 30-35 hrs. (70*s.*). b. From London (St. Katharine's Docks): Argo Co. thrice weekly in ca. 36 hrs. (35*s.*, 28*s.*). c. From Leith (p. 534): twice weekly (50*s.*).

To Brest. From Plymouth: Great Western Railway steamer twice weekly, see p. 148.

To Cherbourg. a. From Southampton (p. 82): London & South-Western Railway steamer on Tues., Thurs., & Sat. in 8-9 hrs. (20*s.*, 14*s.*). White Star, American, and North German Lloyd liner (comp. pp. xviii, xix), each once weekly in 5-6 hrs. (ca. 30*s.*, incl. food). Royal Mail liner every Friday. Hamburg-American liner (p. xix) ca. twice monthly (30*s.*). b. From Plymouth (p. 148): White Star, American, and North German Lloyd liner (comp. pp. xviii, xix) each once weekly in ca. 6 hrs. (30*s.*). Hamburg-American liner ca. thrice monthly (30*s.*).

To Copenhagen. a. From Harwich (p. 498) viâ Esbjerg: Danish Royal Mail steamer on Mon., Thurs., & Sat. in ca. 23½ hrs. (fares from London, 58*s.* 9*d.*, 50*s.* 4*d.*). b. From Hull (p. 476): Finland Royal Mail Steamer on Wed. & Sat. in ca. 48 hrs. (70*s.*, return 105*s.*, incl. food). Wilson Line every Wed. in ca. 48 hrs. (60*s.*, return 90*s.*, incl. food). c. From Grimsby (p. 477) viâ Esbjerg: United Steamship Co. twice weekly in ca. 30 hrs. (35*s.*). d. From Leith (p. 534): once weekly (3*l.* 3*s.*).

To Flushing. From Queenborough (p. 24): Zeeland Steamship Co. twice daily in ca. 6 hrs. (fares from London, 30*s.* 5*d.*, 18*s.* 10*d.*). From London to *Amsterdam* by this route, 13½ hrs. (37*s.* 1*d.*, 25*s.* 6*d.*), to *Berlin*, 22 hrs. (4*l.* 12*s.* 2*d.*, 3*l.* 3*s.* 3*d.*).

To Hamburg. a. From Harwich (p. 498): General Steam Navigation Co., in connection with the Great Eastern Railway, on Wed. & Sat. in 30 hrs. (fares from London, 1*l.* 17*s.* 6*d.*, 1*l.* 5*s.* 9*d.*). b. From London: Kirsten Line steamer four times weekly in ca. 44 hrs. (40*s.*, 26*s.*). c. From Southampton (p. 82): Hamburg-American liner (comp. p. xix) weekly in ca. 36 hrs. (3*l.*). d. From Plymouth: Hamburg-American liner (p. xix) ca. thrice monthly in 48 hrs. (3*l.*). e. From Hull (p. 476): North-Eastern Railway steamer twice weekly in 30-36 hrs. (30*s.*, 20*s.*). Wilson Line on Wed. & Sat. in ca. 30 hrs. (30*s.*). f. From Grimsby (p. 477): Great Central Railway steamer daily (except Sun.) in 30 hrs. (30*s.*, 14*s.*). g. From Newcastle (p. 463): Tyne-Tees Steam Shipping Co. weekly in ca. 33 hrs. (30*s.*, 16*s.* 6*d.*). h. From West Hartlepool (p. 456): Steam Navigation Co. twice weekly in ca. 40 hrs. (30*s.*, return 35*s.*). i. From Leith (p. 534): Leith, Hull, & Hamburg Steam Packet Co. twice weekly in 35-40 hrs. (50*s.*, return 80*s.*).

To Hoek van Holland. From Harwich (p. 498): Great Eastern Railway steamer daily in 7-7¼ hrs. (fares from London, 29*s.*, 18*s.*). From London to *Amsterdam* by this route, 11 hrs. (37*s.* 1*d.*, 25*s.* 6*d.*), to *Berlin*, 22¼ hrs. (4*l.* 3*s.* 4*d.*, 2*l.* 15*s.* 5*d.*).

To Ostend. a. From Dover (p. 16): Steamer thrice daily in 3½ hrs. (fares from London, 27*s.* 11*d.*, 19*s.* 10*d.*). From London to Brussels by this route, 8-8½ hrs. (38*s.* 10*d.*, 28*s.* 4*d.*, 19*s.* 2*d.*), to Berlin, 21½-24½ hrs. (by Nord-Express 7*l.* 3*s.* 6*d.*, ordinary train 5*l.* 2*s.* 7*d.*, 3*l.* 8*s.* 4*d.*). b. From London (St. Katharine's Wharf): General Steam Navigation Co. twice weekly in ca. 10 hrs. (7*s.* 6*d.*, 6*s.*).

To Paris from London. a. Viâ Dover (p. 16) and Calais, thrice daily in 7¾-9 hrs. (sea-passage 1-1⅓ hr.); fares 2*l.* 16*s.* 8*d.*, 1*l.* 19*s.* 8*d.*, 1*l.* 5*s.* 9*d.* b. Viâ Folkestone (p. 14) and Boulogne, twice daily in 7-7¾ hrs. (sea-passage 1½-1¾ hr.); 2*l.* 10*s.*, 1*l.* 14*s.* 8*d.*, 1*l.* 2*s.* 9*d.* c. Viâ Newhaven (p. 43) and Dieppe, twice daily in 8¾-9¼ hrs. (sea-passage 3½-4½ hrs.); 1*l.* 18*s.* 7*d.*, 1*l.* 8*s.*, 18*s.* 7*d.* d. Viâ Southampton (p. 82) and Havre, once daily in 13½ hrs. (sea-passage ca. 8 hrs.); 1*l.* 13*s.* 10*d.*, 1*l.* 4*s.* 10*d.*

To Rotterdam. a. From Harwich (p. 498) viâ Hoek van Holland: Great Eastern Railway steamer daily in 8¼-9 hrs. (fares from London 31*s.* 6*d.*, 20*s.* 1*d.*). b. From London (Tilbury): Batavier Line daily (except. Sun.) in ca. 13½ hrs. (21*s.*, 13*s.*). c. From Hull (p. 476): Hull & Netherlands Steamship Co. daily (except Sun.) in ca. 15 hrs. (15*s.*, return 20*s.*). d. From Grimsby (p. 477): Great Central Railway steamer on Tues., Thurs., & Sat. in 11-15 hrs. (15*s.*, 7*s.* 6*d.*). e. From Newcastle (p. 534): Tyne-Tees Steam Shipping Co. once weekly in ca. 24 hrs. (20*s.*, 11*s.* 6*d.*). f. From Leith (p. 534): Geo. Gibson & Co.'s steamer twice weekly (30*s.*, return 50*s.*).

To St. Petersburg. a. From London (Millwall Dock): Lassman Line weekly viâ the Kiel Canal in 4½ days (6*l.* 6*s.*, 4*l.* 15*s.*, incl. meals). b. From Hull (p. 476): Wilson Line every Sat. in ca. 4½ days (6*l.* 6*s.*, return

10*l.* 10*s.*). Finland Royal Mail Steamer, viâ Helsingfors, every Wed. in 6-7 days (7*l.* 15*s.*, return 12*l.* 10*s.*).

To Zeebrugge. From Hull (p. 476): Steamer twice or thrice weekly in ca. 13 hrs. (15*s.*, return 25*s.*).

Steamers sail regularly also from *Hull* to *Norway* and *Sweden*, etc.; from *Leith* to *Norway*, *Iceland*, etc.; from *London* and from *Liverpool* to *Spain*, *Portugal*, *Egypt*, etc. See the advertisements in *Bradshaw's Railway Guide* (monthly; 6*d.*)

On the longer voyages (10 hrs. and upwards), or when special attention has been required, the steward expects a gratuity of 1*s.* or more, according to circumstances. Food and liquors are supplied on board all the steamboats at fixed charges, but the viands are often not very inviting.

III. Railways. Coaches. Steamboats.

Railways. The railway-system of Great Britain is entirely in private hands, by far the greater part of the traffic being monopolized by ten or twelve large railway-companies. The carriages (1st, 2nd, and 3rd class) are generally clean and comfortable, but those of some of the lines to the S. of London, as well as of most of the minor railways still surviving throughout the country, leave much to be desired. Several of the chief railway-companies have discontinued the use of second-class carriages, with the effect of inducing a superior class of travellers to use the improved third-class accommodation, especially on long journeys. On the longer routes 'corridor trains', with restaurant-cars (breakfast 2*s.* 6*d.*-3*s.*, lunch 2*s.* 6*d.*-3*s.*, dinner 3*s.* 6*d.*, 2*s.* 6*d.*), somewhat after the pattern of the American vestibule trains, are now general. Luncheon-baskets (2*s.* 6*d.*-3*s.*) and tea-baskets (1*s.*) may also be obtained at the principal stations. Sleeping-cars (1st cl. only) are run by the chief night-trains; and pillows and rugs are offered for hire (6*d.* each) at the starting-points. In winter foot-warmers are usually provided. Smoking is not permitted except in the compartments provided for the purpose. The speed of British trains is usually much higher than that of Continental railways, and a rate of 50-60 M. an hour is not uncommon (comp. pp. 113, 513).

Railway Motor Cars, usually propelled by electricity, have been introduced on many of the short branch-lines. These have one class only. For wayside stations, at which the cars stop on request only, the term 'halt' (sometimes in its French form, 'halte') has been generally adopted.

Tickets are not invariably checked at the beginning of a journey, and travellers should therefore make sure that they are in the proper compartment. The names of the stations are not always so conspicuous as they should be (especially at night); and the way in which the porters call them out, laying all the stress on the last syllable, is seldom of much assistance. The officials, however, are generally civil in giving information. It is 'good form' for a passenger quitting a railway-carriage where there are other travellers to close the door behind him, and to pull up the window if he has had to let it down to reach the door-handle.

Tickets. Each company is bound by Act of Parliament to run at least one train daily ('parliamentary train') at a fare (3rd cl.) not exceeding 1*d.* per mile; and the 3rd class fares in practically all trains are calculated on that basis. Return-tickets are issued at less than double-fares, though in many cases no reduction is

made on 3rd class return-tickets. Return-tickets for distances not exceeding 12 M. (1*s.* 3rd cl. fare) are valid for two days only; those for distances over 12 M. are usually valid for six months, except on the railways to the S. of London (L. & S.W.; S.E. & C., L.B. & S.C.), on which return-tickets for distances between 12 and 20 M. are valid for eight days only. 'Week-end tickets', valid from Fri d. or Sat. till the following Tues., are considerably cheaper than ordinary return-tickets. On frequented routes (*e.g.* London to Brighton) still cheaper 'day-returns' are sometimes issued. In summer circular tour tickets and special 'tourist return-tickets' are issued in all the districts chiefly frequented by tourists (comp. pp. 299, 509). The N.E. Railway issues '1000 mile railway-tickets' (1st cl. only), at a reduction of about 20 per cent, entitling the purchaser to travel for 12 months in any direction over the company's system until the coupons are exhausted.

Luggage. On all the English lines the first-class passenger is entitled to carry at least 112 lbs. of luggage free, second-class 80 lbs., and third-class 60 lbs. (in most cases the allowance is 150, 120, and 100 lbs.). The companies, however, rarely make any charge for overweight, unless the excess is exorbitant. For bicycles, etc., special tickets must be obtained. On all inland routes the traveller should see that his luggage is duly labelled for his destination, and put into the right van, as otherwise the railways are not responsible for its transport. Travellers to the Continent require to book their luggage and obtain a ticket for it, after which it gives them no further trouble. Transatlantic luggage, see p. xx. Most of the railway companies offer facilities for the collection, conveyance in advance, and delivery of passengers' luggage at about 1*s.* per package. Luggage may be left at or sent to the *Cloak Room* or *Left Luggage Office* at any station (trunk 2*d.* per day). The railway porters are nominally forbidden to accept gratuities, but it is the usual custom to give 2*d.*-6*d.* to the porter who transfers the luggage from the cab to the train or *vice versâ*.

Bradshaw's Railway Guide (monthly; 6*d.*) is the most complete; but numerous others (the *ABC Railway Guide*, etc.), claiming to be easier of reference, are published also. Each of the great railway-companies publishes a guide to its own system (price 1*d.*-2*d.*) two or three times per annum.

Coaches. In some of the most frequented tourist-districts, such as Wales, the Lakes, Devon, and Cornwall, coaches with two or four horses run regularly in the season, affording a very pleasant mode of locomotion in fine weather. In some places (*e.g.* between Camelford and Bideford; R. 20) coaches afford the only regular communication. Coaches also ply from London to various points in the vicinity. The coaches are generally well-horsed and the fares reasonable. The best places are on the box-seat, beside the driver, who usually expects a small gratuity. — The regular charge for one-horse carriages is 1*s.* per mile, carriage-and-pair 1*s.* 6*d.*-2*s.* per mile (half-fare in returning; *i.e.* the one-horse carr. fare to a point 10 M. off, and back, should be about 15*s.*); driver extra.

On some routes Motor Cars, very frequently open chars-à-bancs, have superseded the horse-coaches or compete with them;

and within recent years a number of new routes have been opened up by the same means.

Steamboats. Steamboats play by no means so important a part in the tourist-districts of England and Wales as they do in those of Scotland (see p. 510); but lovers of the sea will find no difficulty in indulging their taste, as the coasts of England are alive with steamers plying between the various ports. In summer steamers run between the chief sea-bathing resorts and the nearest large towns, and small pleasure-steamers ply on some of the lakes in the Lake District and on a few of the prettier rivers, particularly in the S. of England (comp. pp. 142, 151, 155, 506).

Steamers to the *Isle of Man*, see p. 364; to *Scotland*, see p. 521; to the *Isle of Wight*, see p. 67; to the *Channel Islands*, see p. 91.

IV. Plan of Tour.

The plan of tour must depend entirely on the traveller's taste and the time he has at his disposal. It may, however, be stated here that all the attractions of the island cannot possibly be visited in the course of a single summer. Among the most attractive districts are the English Lakes (R. 49); Edinburgh and the Scottish Highlands (RR. 66, 69-75); North Wales (R. 40); Devon and Cornwall (RR. 17-22); South Wales (RR. 26-30) and the Valley of the Wye (R. 23); the Shakespeare Country (RR. 34, 35); the Derbyshire Peak (R. 45); Sherwood Forest and the Dukeries (R. 46); Wharfedale (p. 449); Teesdale (p. 457); Surrey (R. 8); the Isle of Wight (R. 10); and the Channel Islands (R. 13). A glance at the map will show which groups can be most easily combined, always keeping in mind the admirable and speedy service of the railway-system. A round of the English cathedral cities makes a most delightful tour, while a visit to two or three can easily be added to an excursion in any of the districts above named. Among the more important cathedrals may be mentioned those of Canterbury (p. 30), Lincoln (p. 479), York (p. 453), Salisbury (p. 104), Durham (p. 460), Ely (p. 493), Gloucester (p. 182), Norwich (p. 500), Lichfield (p. 373), Peterborough (p. 395), Winchester (p. 78), and Wells (p. 131). Those who can manage it should not omit a visit to either Oxford (R. 33) or Cambridge (R. 58), or both. Many travellers will find it convenient to make London their headquarters and to avail themselves of the convenient railway-facilities (week-end tickets, etc., pp. xxii, xxiii) for visits thence to places of interest within a considerable radius. — Many of the country-seats of the nobility and gentry are distinguished for their interesting architecture, beautiful parks, and valuable collections of art. The chief of them, with the conditions on which they may be visited, are mentioned throughout the Handbook.

The pedestrian is unquestionably the most independent of travellers, and in exploring the Scottish and Welsh mountains he has many advantages over the traveller by rail or coach. For a short tour a couple of flannel

shirts, a pair of worsted stockings, slippers, the articles of the toilet, a light waterproof, and a stout umbrella will generally be found a sufficient equipment. Strong and well-tried boots are essential to comfort. Heavy and complicated knapsacks should be avoided; a light pouch or game-bag is far less irksome, and its position may be shifted at pleasure. A more extensive reserve of clothing should not exceed the limits of a small portmanteau, which may be forwarded from town to town by railway. The sheets of the Ordnance Survey will be found invaluable for the pedestrian (see p. xxxvi). — For hints to motorists and cyclists, see pp. xxviii, xxix.

Good mountain-climbing may be obtained in Wales, the Lake District, and Scotland; though the experienced mountaineer will probably meet with no serious difficulty unless he seek it. In misty or doubtful weather, however, mountain-expeditions should never be attempted without a guide. *W. P. Haskett Smith's* 'Climbing in the British Isles' ('England', 1894, 3*s.* 6*d.*; 'Wales and Ireland', 1895, 2*s.* 6*d.*) or *John Barrow's* 'Mountain Ascents in Westmoreland, etc.' will be found useful.

V. Hotels.

The first-class hotels in the principal towns, fashionable watering places, and most frequented tourist-resorts throughout England and Wales are generally good and somewhat expensive; but in many of the large commercial and industrial centres the requirements of the 'uncommercial traveller' are very inadequately met. When ladies are of the party, it is advisable to frequent the best hotels, as the charges of the second-best are often not appreciably lower, while the comforts are considerably less. Gentlemen travelling alone, however, will often find comfortable accommodation at a moderate rate in smaller inns of quite unassuming appearance. The large hotels managed by the principal railway companies are generally excellent and may be safely selected in all cases of doubt. — The so-called *Private Hotels* have no license to supply intoxicating liquors, but in other respects are often as comfortable and as handsomely fitted up as the best licensed houses. In some cases, however, the name has been appropriated by establishments that are practically nothing but boarding-houses. *Temperance Hotels*, which abound throughout the country, are less pretentious and have lower tariffs than the private hotels proper. Though as a general rule their cuisine and fitting up do not entitle them to rank higher than second-class, many of them may be recommended to the traveller of modest requirements.

The average charges in a first-class hotel are as follows: room, including attendance, 4*s.*-5*s.* 6*d.*; plain breakfast 1*s.* 6*d.*, with ham and eggs or meat 2*s.*-2*s.* 6*d.*, with fish 2*s.* 6*d.*-3*s.*; luncheon 2-3*s.*; afternoon-tea 1*s.*; table d'hôte dinner 4-6*s.*; hot bath 1*s.*, cold bath in bedroom 6*d.* As a rule the price of dinner, whether table d'hôte or a coffee-room dinner of 3-6 courses, may be approximately stated as equal to the charge for room and attendance. No charge is made for lights. At many hotels it is customary to supply breakfast and luncheon also on the table-d'hôte system, at a charge of 2*s.* 6*d.*-3*s.* The head-waiter, who presents the bill, and the 'boots' expect a gratuity when the visitor leaves; but the services of the former are, strictly speaking, included in 'attendance'. — 'En pension' terms (incl. board, lodging, and attendance) are not usually granted except for a stay of some days (in some cases not less than a week) and visitors must intimate their desire for such terms immediately on their arrival. At some of the fashionable spas (Harrogate, Buxton, etc.), however,

it is usual to make a fixed inclusive charge per day; and if visitors do not wish to be tied down to the hotel meals they should make a special agreement.

As compared with Continental hotels English hotels may be said as a rule to excel in beds, cleanliness, and sanitary arrangements, while their cuisine is on the whole inferior. The English table-d'hôte dinner is usually dear and seldom so good as its prototype on the Continent; while the culinary art of hotels off the beaten track of tourists scarcely soars beyond the preparation of plain joints, steaks, chops, vegetables, and puddings. Those, however, who are content with simple but substantial fare will find little to complain of. Beer is the customary beverage (*2d.* 3*d* per glass, *4d.* 6*d.* per pint or tankard), but wine is more usual at fashionable tables d'hôte, where beer is sometimes not supplied except in bottles and at higher rates. A 'corkage' charge of 1-3*s.* is made on each bottle of wine used that has not been purchased from the hotel. Restaurants are not nearly so common in England as on the Continent, and in most provincial places it is better to go to a hotel for meals. In the more old-fashioned houses and in those that are commercial as well as family hotels the dining-room is called the *Coffee Room*. Smoking is not permitted except in the *Lounge*, the *Smoking Room*, and the *Billiard Room*. Refreshments ordered in either of the last two are generally paid for on the spot. Billiard-rooms are not usually found at second class hotels except in large towns; the charge is 6*d.* per game of 50 points.

In all first class hotels the visitor has a right to expect a high degree of comfort; and he need have no hesitation in requiring such small conveniences as hot water in the morning and before table d'hôte, an abundant supply of towels, pen and ink in his bedroom, etc. In hotels not lighted throughout with gas or by electricity there should be a supply of bedroom-candles on every floor, and not merely at the foot of the staircase.

The **Hydropathic Establishments**, now so numerous in the popular tourist-districts of England, Wales, and Scotland, are frequented by pleasure-seekers as much as by patients, and may almost be described as large hotels, in which the guests take their meals in common at prescribed hours and submit to various other general regulations. Most of them are still unlicensed but a few now provide wines, etc. like the ordinary hotels. The hydropathic treatment may be followed or not, as the visitor pleases. The usual charge is about 8-10*s.* a day or 2½-3 guineas a week.

Apartments. The expenses of a tour are greatly reduced by engaging apartments instead of frequenting hotels. Apartments, even for a night or two, are easily found in all the smaller towns, cathedral cities, etc., either by bills in the windows or on enquiry at respectable shops, etc. In London and the larger towns, however, strangers should not take apartments without a satisfactory reference.

VI. Sports and Pastimes

by *W. Blew.*

Although there are few places in Great Britain which do not offer the visitor more or less facility for sport and pastime, the stranger will find the most varied programme when he locates himself in some large town. The tendency of the time is to bring as many amusements as possible within the limits of enclosed grounds. These enclosures are, almost without exception, the property of a club, for the members of which the best accommodation is reserved. The public, however, can obtain admission by payment to the grounds and to stands not set apart for members. Forthcoming events are advertised in the papers, and any information on sporting matters may be obtained by addressing a letter to the editor of one of the sporting journals, such as the *Field* or the *Sporting News*.

Horse Racing. The chief Race Meetings held in enclosed grounds are those at Sandown, Kempton Park, and the Hurst Park Club at Hampton (see *Baedeker's London*), Manchester, Leicester, Derby, Four Oaks (near Birmingham), and Gosforth Park (near Newcastle-on-Tyne). There are several annual meetings at each of these places; and owing to the large sums raced for, and the superior nature of the arrangements, these 'Gate-money' meetings are very popular. Many of the old-fashioned 'open' meetings, however, still survive. There is no charge for going on the course at Newmarket (p. 506), Epsom (p. 60), Ascot (see *Baedeker's London*), Goodwood (p. 56), and many other places, though, of course, payment must be made for entrance to the stands and paddocks. When the racing season closes, towards the end of November, the enclosed grounds are used for steeplechases and coursing meetings, the hares being kept in a pen and 'enlarged' as required. The chief steeplechase of the year is the *Liverpool Grand National*, run for in March; the course is upwards of 4½ M. long and the value of the stakes is about 1000*l*. The *Grand National Hunters' Steeplechase* is for horses coming under the definition of hunters, and takes place on a different course each year. Hunt Steeplechases, confined for the most part to horses which have been ridden with specified packs of hounds, are frequent in March and April.

Hunting. Nearly the whole of England is hunted over by hounds of some kind or another, and no difficulty need be experienced in seeing a pack at work. In most counties hunters may be hired at a charge of 2-3 guineas a day. — The *Devon and Somerset Staghounds* hunt over Exmoor (p. 178) and the Quantocks, pursuing the wild red deer which is found by the 'tufters.' Horses may be hired at Dulverton (p. 137), Taunton (p. 136), etc. With the exception of the *New Forest Pack*, all other packs of staghounds hunt the carted deer. Fox-hunting, however, is the most popular branch of this sport, and is seen in its glory in the so-called 'Shires', including Leicestershire (the chief), Northamptonshire, and parts of Rutland and Warwickshire. Most packs are maintained by subscription; and though anyone may hunt with them for a day or two without giving anything, more frequent visitors are expected to contribute to the support of the hounds. The packs of harriers are very numerous. The hunting season is opened by the Devon and Somerset Staghounds in the first week in August (comp. p. 178), and cub-hunting begins in September. Regular hunting begins on Nov. 1st, and lasts till about the middle of April, though in some counties a May fox is killed.

Fishing. Wherever there is a river in England and Wales, some kind of fishing may be had; and full information as to the conditions may generally be obtained at the local fishing-tackle shops. A good deal of the water is free, but in some cases a charge is made to anglers while in others fishing is granted as a favour only. Slapton Lea near Dartmouth merits notice, as the lake is close to the sea, and salt and fresh water fishing can be had within a stone's throw of each other. Deep-sea fishing can be indulged in at any of the seaside-resorts, but it is useless for the stranger to try it without a fisherman.

Shooting. Though a few hotels advertise the right of shooting over a considerable area as open to their visitors, this is seldom of much account; and this pastime is practically confined to the owners and hirers of shootings and their friends.

Aquatics. *Boating* is practised on all rivers wide and deep enough. The beauties of the Thames are well-known, and a favourite trip is to descend from Oxford to London by boat (see R. 32). The chief rowing fixture of the year is Henley Regatta (p. 235). — The *Yachting* season begins on the Thames and ends with the regattas on the Devonshire Coast in September. Comp. pp. 75, 140. — Sailing on the Norfolk Broads, see p. 506.

Cricket is played everywhere, and the visitor who makes a prolonged stay will find no difficulty in joining a club. The best cricket is to be seen at Lord's and the Oval in London, on the grounds of the 'first-class' counties, and at Oxford and Cambridge. The 'first-class counties' are York, Surrey, Middlesex, Nottingham, Lancashire, Kent, Sussex, Somerset, Gloucester, Derby, Warwick, Essex, Hampshire, Worcester, Leicester, and

Northampton. The cricket weeks at Canterbury (p. 35; in Aug.) and at Scarborough (p. 469; Sept.) also deserve notice. The Marylebone Club (at Lord's) is the chief governing body in the cricket world.

Lawn Tennis. Courts open to strangers on payment are found here and there in old skating rinks, drill-halls, public gardens, etc., but as a rule this game cannot be seen to perfection except in the grounds of clubs or private persons. Tournaments, open to visitors on payment, take place in London, Buxton, Leamington, Torquay, and many other centres. Tennis lawns are often attached to the large hotels in fashionable resorts.

Golf. Golf-links are to be found at almost every seaside and summer resort, as well as near most large towns. Strangers are usually permitted to play for a weekly fee of 2*s.* 6*d.*-10*s.*, or on introduction. The head-quarters of the game is *St. Andrews*. Other good links in Scotland are those at *North Berwick*, *Gullane*, *Luffness*, *Prestwick*, *Campbeltown*, *Troon*, *Dornoch*, *Islay*, *Carnoustie*, etc. Among the best English links are those at *Sandwich*, *Hoylake*, *Westward Ho*, *Rye*, *Yarmouth*, *Ganton*, *Hythe*, *Sheringham*, *Crowborough*, *Woking*, *Ainmouth*, *Huntercombe* (*Henley*), etc. Comp. the *Golfing Annual* (Field Office, London).

Lack of space forbids more than a mere mention of the following sports and pastimes, all more or less popular in England: *Polo*, *Archery*, *Football*, *Hockey*, *Tennis*, *Croquet*, *Otter Hunting*, and *La Crosse*.

Motoring (communicated by *Mr. H. A. T. Moroney*, of the Touring Department of the *Automobile Club*). Motor-cars and motor-cycles, which are admitted to the United Kingdom without any customs formalities, must be registered at once (car 20*s.*, cycle 5*s.*) and official numbers obtained for them. Drivers, whether amateur or paid, must hold licences also (5*s.* annually). The Town Clerks (address 'Town Hall') of Liverpool, Southampton, Canterbury (the nearest for motorists landing at Dover or Folkestone), and various other towns issue the necessary application-forms, which may be applied for by post. Licences may be obtained also from the Clerk to the County Council, County Council Offices, at London, Edinburgh, Perth, Aberdeen, Dublin, Belfast, etc. It is most important to carry the licences *on the car*; they must be shown to any police officer on demand. The registered number allotted must be shown on the front and on the back of the motor vehicle, and must be illuminated at night. Number-plates of the regulation size can be made by almost any coach builder or motor agent.

An annual Inland Revenue Licence, also, which may be obtained at any post-office, must be taken out within 21 days for each motor car (2 or 4 guineas according to size) or motor-cycle (15*s.*), and for each paid driver (15*s.*). Licences for motor vehicles used on or after 1st Oct. are issued at reduced rates. Many motorists visiting the country for a short time only do not take out Inland Revenue Licences but, strictly speaking, they are liable to a heavy penalty.

A lamp must be carried on the extreme right of every car, showing a white light in front and a red light in the reverse direction. A second lamp is required to illuminate the back number-plate. A bell or horn must be carried. The rule of the road is to keep to the left and pass on the right.

The speed limit is fixed at 20 M. per hour. Reckless driving or 'driving to the common danger', irrespective of speed, is also an offence. Special speed limits are enforced in certain towns, but in such cases notices stating the limit must be erected (see below). Breaches of the law are punished by fines, and in some cases by imprisonment.

Danger Signs. A hollow red triangle denotes dangerous corners, cross-roads, or hills. Special speed limits are denoted by a white circle, with the limit stated below in figures. A solid red disc denotes a closed road. All other notices are generally given on diamond shaped boards.

The roads in England and Wales are on the whole very good, the chief drawbacks being the presence of high hedges and unexpected cross roads. In Scotland the roads on the E. coast are good. A circular tour round the coast of Scotland by motor car is impossible owing to the bad

roads and the ferries, which often cannot carry cars, on the W. coast. Comp. the remarks below, under 'Cycling'.

Petroleum spirit is obtainable without difficulty, except in the remoter parts of Scotland. The average price is 1*s.* to 1*s.* 4*d.* per gallon. Good storage accommodation for cars is available at the great majority of hotels, the usual charge varying from 1*s.* to 2*s.* 6*d.* per night.

Maps, etc. Bartholomew's Road Map of England and Wales, in 37 sheets (scale 1/2 in. to 1 M.), price 2*s.* 6*d.* per sheet mounted on linen. Smaller scale (1 in. to 4 M.) in twelve sheets at same price. *Scotland:* 'The Safety Road Map' (scale 10 in. to 1 M.), price 1*s.* 6*d.* mounted. *Ireland:* Bartholomew's Road Map complete in one sheet, price 2*s.* mounted. The Contour Road Books show all practicable roads in profile and give notes on the roads and mileages: England and Wales complete in 3 vols. price 2*s.* each; Scotland in 1 vol. price 2*s.*; Ireland, showing main roads only, price 1*s.* The road books published by The Cyclist's Touring Club (see below) are excellent also; England and Wales 4 vols.; Scotland 2 vols.; Ireland 2 vols. The Annual Handbook (price 3*s.*) published by the Automobile Club, 119 Piccadilly, W., contains much useful touring information and includes lists of hotels and automobile repairers 'officially appointed' by the Club throughout the country.

Cycling (communicated by *Mr. E. R. Shipton*, late Editor of the *C. T. C. Gazette*). The English roads, though inferior to some of the 'chaussées' of the Continent, are upon the whole above the average; and the American cyclist will probably find them far better adapted to his requirements than the ordinary highways of the United States. Speaking roughly, cycling in Britain is circumscribed only by the area of the island; but as a general rule the gradients of the roads inland will be found less severe than those along the coast, while their surfaces are also generally better. The roads of England and Scotland are usually preferable to those of Wales and Ireland. The tourist, however, should not plan his route without regard to the configuration of the country, a knowledge of which is best attained by consulting a good map. [Bartholomew's map on the scale of 2 miles to an inch, mounted on linen, is portable and well adapted to the cyclist's use; it may be obtained in sections (at 2*s.* per sheet) from any bookseller. The 'strip' maps of Messrs. Gall & Inglis (2 miles to an inch) may also be mentioned.]

The American traveller who lands at Liverpool and has either brought his machine with him or arranged to have one sent to meet him may profitably begin riding at once. If he turn to the S., he may proceed viâ *Chester*, *Stafford*, and *Lichfield* to *Coventry*, whence he may diverge to take in *Stratford-on-Avon*, *Kenilworth*, and *Leamington*, continuing the journey to *London* either direct or viâ *Oxford*. Should time admit, the run may be continued to *Reading*, *Bristol*, and through *Mid-Devon* to the *Land's End;* or in shorter stages, as befits the roads, along the beautiful coast of *North Devon*. From Cornwall he may return to London viâ *Plymouth* and *Exeter;* or he may skirt the S. coast to *Southampton*, *Brighton*, and *Ramsgate*, running thence to London through *Canterbury* and *Maidstone*. Should the traveller elect to go northward from Liverpool, he may visit the *English Lakes*, *Carlisle*, the *Land of Burns*, the *Scottish Lakes*, the *Highlands*, and so to *John o' Groat's House;* returning by *Aberdeen*, *Perth*, *Edinburgh*, *Newcastle*, *York*, *Cambridge*, etc. The cyclist, landing at Dover, Harwich, or any of the other usual steamboat harbours, may also begin his riding at once. *North Wales* is also an excellent field for cyclists.

Cyclists touring in Great Britain will find it advantageous to join the *Cyclists' Touring Club* (subs. 6*s.*), the touring-bureau of which is always ready to help strangers in planning their tours; members are entitled to reduced prices at hotels in all parts of the country. The headquarters of the club are at 47 Victoria St., Westminster (sec., *Mr. W. A. Russell*). It has a resident Chief Consul in the United States (*Mr. F. W. Weston*, Savin Hill, Boston) and also Chief Consuls for Continental Europe. The C. T. C. has published a Road Book of Great Britain and Ireland (6 vols., 21*s.*; 6*s.* 6*d.* extra to non-members).

Cycling in the *Channel Islands*, see p. 91.

VII. Outline of English History.

Roman Period (B. C. 55–A. D. 445).

B. C. 55-54. Of Britain before its first invasion by **Julius Cæsar** in B. C. 55 there is no authentic history. Cæsar repeats his invasion in B. C. 54, but makes no permanent settlement.

43 A. D. Emp. **Claudius** undertakes the subjugation of Britain.

78-85. South Britain, with part of Caledonia, is overrun by the Roman general **Agricola**, and reduced to the condition of a province.

412. Roman legions recalled from Britain by **Honorius**.

445. The Britons are unable to resist the attacks of the *Picts*, and summon the *Saxons*, under *Hengist* and *Horsa*, to their aid.

Anglo-Saxon Period (445-1066).

445-577. The Saxons, re-inforced by the *Angles*, *Jutes*, and other Germanic tribes, gradually overrun Britain and thus lay the foundations of the kingdom of *England*. To this period belong the semi-mythical exploits of *King Arthur* and his knights.

588-685. The Northumbrian Kingdom. Christianity re-introduced by *St. Augustine* (597). *Caedmon* (about 665).

685-828. The Three Kingdoms (Northumbria, Mercia, Wessex). The *Venerable Bede* (d. 735; see p. 400).

828. **Egbert** of Wessex recognized as overlord of all English kingdoms.

835-871. Contests with the *Danes*, who repeatedly invade England.

871-901. **Alfred the Great** defeats the Danes, and compels them to make peace. Creates navy, establishes militia, revises laws, re-organizes institutions, is a patron of learning, and himself an author.

979-1016. **Ethelred the Unready** draws down upon England the vengeance of the Danes by a massacre of those who had settled in England.

1013. The Danish king **Sweyn** conquers England.

1016-1035. **Canute the Great**, the son of Sweyn, reigns over England.

1035-1040. **Harold Harefoot**, illegitimate son of Canute, usurps the throne.

1040-1042. **Hardicanute**, son of Canute. — The Saxon line is restored in the person of —

1042-1066. **Edward the Confessor**, who makes London his capital, and builds Westminster Abbey. His brother-in-law and successor —

1066. **Harold**, son of Earl Godwin, loses his kingdom and his life at the *Battle of Hastings*, where he opposed the invasion of the Normans under William the Conqueror.

Norman Dynasty (1066-1154).

1066-1087. **William the Conqueror**, of Normandy, establishes himself as King of the English. Introduction of Norman (French) language and customs.

1087-1100. **William II.**, surnamed *Rufus*, after a tyrannical reign, is accidentally shot by Sir Walter Tyrrell while hunting (p. 86).

1100-1135. **Henry I.**, *Beauclerc*, defeats his elder brother Robert, Duke of Normandy, at the battle of *Tinchebray* (1106), and adds Normandy to the possessions of the English crown. He leaves his kingdom to his daughter *Matilda*, who however, is unable to wrest it from —

1135 1154. **Stephen**, *of Blois*, grandson of the Conqueror. David, King of Scotland, and uncle of Matilda, is defeated and taken prisoner at the *Battle of the Standard* (1138). Stephen appoints as his successor Matilda's son, Henry of Anjou or Plantagenet (from the *planta genista* or broom, the badge of this family).

House of Plantagenet (1154-1399).

1154-1189. **Henry II.** Strife with *Thomas Becket*, Archbishop of Canterbury, regarding the respective spheres of the civil and ecclesiastical powers. The Archbishop excommunicates the King's followers, and is murdered by four knights at Canterbury (1170). Conquest of Ireland (1170-72). *Robin Hood*, the forest outlaw, flourishes.

1189-1199. **Richard I.**, *Cœur de Lion*, takes a prominent part in the Third Crusade, but is captured on his way home, and imprisoned in Germany for upwards of a year. He carries on war with Philip II. of France.

1199-1216. **John**, surnamed *Lackland*, is defeated at *Bouvines* (1214) by Philip II. of France, and loses Normandy. *Magna Charta*, the groundwork of the English constitution, is extorted from him by his Barons (1215).

1216-1272. **Henry III.**, by his misrule, becomes involved in a war with his Barons, headed by *Simon de Montfort*, and is defeated at *Lewes*. His son Edward gains the battle of *Evesham*, where De Montfort is slain. *Hubert de Burgh* defeats the French at sea. Provisions of Oxford (1258). Commons summoned to Parliament (1265). *Roger Bacon*, the philosopher.

1272-1307. **Edward I.**, *Longshanks*, overcomes the Welsh under *Llewelyn* (p. 218), and completes the conquest of Wales. The heir-apparent to the English throne thenceforward bears the title of *Prince of Wales*. *Robert Bruce* and *John Baliol* struggle for the crown of Scotland. Edward espouses the cause of the latter (who swears fealty to England), and overruns Scotland. The Scots, led by *Sir William Wallace*, offer a determined resistance. Wallace executed at London (1305). The Scots defeated at *Falkirk* and *Methuen*, and the country subdued. Establishment of the English Parliament substantially in its modern form (1295).

1307-1327 **Edward II.** is signally defeated at *Bannockburn* by the Scots under *Robert Bruce* the younger, and is forced to retire to England (1314). The Queen and her paramour *Mortimer* join with the Barons in taking up arms against the King, who is deposed, and shortly afterwards murdered in prison (see p. 194).

1327-1377. **Edward III.** defeats the Scots at *Halidon Hill* and *Neville's Cross*. Lays claim to the throne of France, and invades that country, thus beginning the Hundred Years' War between France and England. Victories of *Sluys* (naval; 1340), *Crécy* (1346), and *Poitiers* (1356). John the Good of France, taken prisoner by the *Black Prince*, dies in captivity (1364). After the death of the Black Prince, England loses all her French possessions, except Calais. Order of the Garter founded. Movement against the corruption of the clergy, headed by the reformer *John Wycliffe*. House of Commons holds its meetings apart from the House of Lords.

1377-1399. **Richard II.** Rebellion of *Wat Tyler*, occasioned by increase of taxation. Battle with the Scots at *Otterburn* or *Chevy Chase*. *Henry of Bolingbroke*, *Duke of Lancaster*, leads an army against the King, takes him captive, and according to popular tradition, starves him to death in Pontefract Castle. *Geoffrey Chaucer*, the father of English poetry.

House of Lancaster (1399-1461).

1399-1413. **Henry IV.**, *Bolingbroke*, now secures his election to the crown, in right of his descent from Henry III. Outbreak of the nobility, under the *Earl of Northumberland* and his son *Percy Hotspur*, is quelled by the victory of *Shrewsbury*, at which the latter is slain (1403).

1413-1422. **Henry V.** renews the claims of England to the French crown, wins the battle of *Agincourt* (1415), and subdues the N. of France. Persecution of the *Lollards*, or followers of Wycliffe.

1422-1461 **Henry VI.** is proclaimed King of France at Paris. The *Maid of Orleans* defeats the English and recovers French possessions. Outbreak of the civil contest called the '*Wars of the Roses*', between the houses of Lancaster (red rose) and York (white rose). Henry becomes insane. *Richard*, *Duke of York*, grandson of Edward III., lays claim to the throne, joins himself with *Warwick*, the 'King Maker', and wins the battle of *Northampton*, but is defeated and slain at *Wakefield*. His son *Edward*, however, is appointed King. Rebellion of *Jack Cade*.

House of York (1461-1485).

1461-1483. **Edward IV.** wins the battles of *Towton*, *Hedgley Moor*, and *Hexham*. Warwick takes the part of *Margaret of Anjou*, wife of Henry VI., and forces Edward to flee to Holland, whence, however, he soon returns and wins the victories of *Barnet* and *Tewkesbury* (p. 196). Henry VI. dies

suddenly in the Tower (1471). Edward's brother, the *Duke of Clarence*, is said to have been drowned in a butt of malmsey.

1483. Edward V., the youthful son of Edward IV., is declared illegitimate, and murdered in the Tower, along with his brother, by his uncle, the *Duke of Gloucester*, who takes possession of the throne as —

1483-1485. **Richard III.**, but is defeated and slain at *Bosworth* by *Henry Tudor, Earl of Richmond*, a scion of the House of Lancaster.

House of Tudor (1485-1603).

1485-1509. **Henry VII.** marries *Elizabeth*, daughter of Edward IV., and so puts an end to the Wars of the Roses. The pretenders *Lambert Simnel* and *Perkin Warbeck*.

1509-1547. **Henry VIII.**, married six times (to *Catherine of Aragon*, *Anne Boleyn*, *Jane Seymour*, *Anne of Cleves*, *Catherine Howard*, and *Catherine Parr*). Battles of the *Spurs* and *Flodden*. Separation of the Church of England from that of Rome. Dissolution of monasteries and persecution of the Papists. *Cardinal Wolsey* and *Thomas Cromwell*, all-powerful ministers. Whitehall and St. James's Palace built.

1547-1553. **Edward VI.** encourages the Reformed faith.

1553-1558. **Mary I.** causes *Lady Jane Grey*, whom Edward had appointed his successor, to be executed, and imprisons her own sister *Elizabeth*. Marries *Philip of Spain*, and restores Roman Catholicism. Persecution of the Protestants. Calais taken by the French (1558).

1558-1603. **Elizabeth.** Protestantism re-established. Flourishing state of commerce. *Mary, Queen of Scots*, executed after a long confinement in England (1587). Destruction of the Spanish 'Invincible Armada' (1588). *Sir Francis Drake*, the celebrated circumnavigator. Foundation of the East India Company. Golden age of English literature: *Shakespeare*, *Bacon*, *Spenser*, *Jonson*, *Beaumont*, *Fletcher*, *Marlowe*, *Drayton*.

House of Stuart (1603-1714).

1603-1625. **James I.**, King of Scots, and son of Mary Stuart, unites by his accession the two kingdoms of England and Scotland. Persecution of the Puritans and Roman Catholics. Influence of *Buckingham*. Gunpowder Plot (1605). Execution of *Sir Walter Raleigh* (1618).

1625-1649. **Charles I.** imitates his father in the arbitrary nature of his rule, quarrels with Parliament on questions of taxation, dissolves it repeatedly, and tyrannically attempts to arrest five members of the House of Commons (*Hampden*, *Pym*, etc.). Rise of the *Covenanters* in Scotland. *Long Parliament*. Outbreak of civil war between the King and his adherents *(Cavaliers)* on the one side, and the Parliament and its friends *(Roundheads)* on the other. The King defeated by *Oliver Cromwell* at *Marston Moor* and *Naseby*. He takes refuge in the Scottish camp, but is given up to the Parliamentary leaders, tried, and executed at Whitehall.

1649-1653. **Commonwealth.** The Scots rise in favour of Charles II., but are defeated at *Dunbar* and *Worcester* by Cromwell.

1653-1660. **Protectorate.** **Oliver Cromwell** now becomes Lord Protector of England, and by his vigorous and wise government makes England prosperous at home and respected abroad. On Cromwell's death (1658), he is succeeded by his son Richard, who soon resigns, whereupon Charles II. is restored by *General Monk*. *John Milton*, the poet; *Thomas Hobbes*, the philosopher; *George Fox*, the founder of the Quakers.

1660-1685. **Charles II.** General amnesty proclaimed, a few of the regicides only being excepted. Arbitrary government. The *Cabal*. Wars with Holland. Persecution of the Papists after the pretended discovery of a *Popish Plot*. Passing of the *Habeas Corpus Act* (1679). Wars with the Covenanters. Battle of *Bothwell Bridge*. *Rye House Plot*. Charles a pensioner of France. Names *Whig* and *Tory* come into use. *Dryden* and *Butler*, the poets; *Locke*, the philosopher; *John Bunyan*.

1685-1688. **James II.**, a Roman Catholic, soon alienates the people by his love for that form of religion, is quite unable to resist the invasion of *William of Orange*, escapes to France, and spends his last years at St. Germain, near Paris. *Sir Isaac Newton* ('Principia', 1687).

1688-1702. **William III. and Mary II.** William of Orange, with his wife, the eldest daughter of James II., now ascends the throne. The Declaration of Rights. Battles of *Killiecrankie* and *The Boyne*. Grand Alliance against Louis XIV. Peace of Ryswick (1697). First Partition Treaty (1698). Second Partition Treaty (1700). Act of Settlement (1701).

1702-1714. **Anne**, younger daughter of James II., completes the fusion of England and Scotland by the union of their parliaments. *Marlborough's* victories of *Blenheim*, *Ramilies*, *Oudenarde*, and *Malplaquet*. Capture of *Gibraltar*. The poets *Pope*, *Addison*, *Swift*, *Prior*, and *Allan Ramsay*.

HANOVERIAN DYNASTY (1714 *et seq.*).

1714-1727. **George I.** succeeds in right of his descent from James I. Rebellion in Scotland (in favour of the *Pretender*) quelled. *Sir Robert Walpole*, prime minister. *Daniel Defoe*.

1727-1760. **George II.** Rebellion in favour of the Young Pretender, *Charles Edward Stuart*, crushed at *Culloden* (1746). *Canada* taken from the French. *William Pitt*, *Lord Chatham*, prime minister; *Richardson*, *Fielding*, *Smollett*, *Sterne*, novelists; *Thomson*, *Young*, *Gray*, *Collins*, *Gay*, poets.

1760-1820. **George III.** American War of Independence. War with France. Victories of *Nelson* at *Aboukir* and *Trafalgar*, and of *Wellington* in *Spain* and at *Waterloo* British conquests in India. The younger *Pitt*, prime minister; *Edmund Burke; Charles Fox; Shelley* and *Keats*, poets; *Adam Smith's* 'Wealth of Nations' (1776).

1820-1830. **George IV.** Roman Catholic Emancipation Bill. *Daniel O'Connell*. The English aid the Greeks in the War of Independence. Victory of *Navarino*. *Byron*, *Sir Walter Scott*, *Wordsworth*, *Coleridge*, *Southey*, *Lamb*.

1830-1837. **William IV.** Abolition of slavery. Reform Bill.

1837-1901. **Victoria**, niece of William IV. Repeal of the Corn Laws (1846). Crimean War (1854). Indian Mutiny (1857). Confederation of Canada (1867). Second Reform Bill (1867). War with the Transvaal (1899-1901). *Darwin's* 'Origin of Species' (1859). *Peel*, *Russell*, *Melbourne*, *Palmerston*, *Disraeli (Beaconsfield)*, *Gladstone*, *John Bright*, *Cobden*, statesmen; *Tennyson* and *Browning*, poets; *Dickens*, *Thackeray*, *George Eliot*, *Meredith*, novelists; *Macaulay*, *Carlyle*, *Freeman*, historians; *Ruskin; Herbert Spencer*.

The present sovereign of Great Britain is —

King Edward VII., born 9th Nov., 1841; married, on 10th March, 1863, to Alexandra (b. 1st Dec., 1844), eldest daughter of King Christian IX. of Denmark; ascended the throne 22nd Jan., 1901.

The children of this marriage are: —

(1) Albert Victor, Duke of Clarence, born 8th Jan., 1864; died 4th Jan. 1892.

(2) George Frederick, Prince of Wales, Heir Apparent to the throne, born 4th June, 1865; married Princess Victoria Mary of Teck, 6th July, 1893.

(3) Louise, born 20th Feb., 1867; married to the Duke of Fife, 27th July, 1889.

(4) Victoria, born 6th July, 1868.

(5) Maud, born 26th Nov., 1869; married to Prince Charles of Denmark, now King Haakon VII. of Norway, 22nd July, 1896.

(6) Alexander, born 6th April, 1871; died 7th April, 1871.

VIII. Wales and the Welsh Language.

The formerly independent *Principality of Wales* (Welsh *Cymru*), with an area of 7467 sq. M. and (1901) 1,720,609 inhab., has been an integral and undisputed part of the British monarchy since 1535. Wales is by far the most mountainous part of South Britain, fully one-quarter of its surface being incapable of cultivation, and it contains, especially in its N. half, a great abundance of picturesque scenery (comp. R. 40). In all essential particulars travelling in

Wales is similar to travelling in England, and the tourist requires no special directions. Except in the remoter districts English is everywhere understood, but a few data in regard to the Welsh language are given below to aid in the pronunciation of proper names. — The national Welsh costume is now rare.

Language. Welsh *(Cymraeg)* is a branch of the great family of Celtic languages to which the Armoric of Brittany, Cornish, Manx, and the Gaelic of Scotland and Ireland also belong. Its orthography is at first somewhat startling to Saxon eyes, but with the exception of one or two characteristic sounds, the difficulty is not so formidable as it appears on the surface.

Most of the consonants of the Welsh alphabet are pronounced as in English; but *f* is pronounced like *v*, while *c* and *g* are always hard. *Dd* is pronounced like *th* in thus, *th* like *th* in think, *ff* like *f*, and *ch* like the German *ch* (guttural). The sound of *ll*, perhaps the most difficult for a stranger, is produced by forming the mouth as if to pronounce *l* and then blowing. This sound bears the same relation to *l* as *f* does to *v*. A passable imitation of it is *thl* (*e.g.* Llangollen = Thlangothlen). The vowels *a*, *e*, *i* are pronounced as in the Continental languages (*ah*, *eh*, *ee*), *o* almost as in English, and *u* is a kind of wide sound, the nearest approach to it in English being *ĭ* as in *fit*. When used as a vowel (more often than not) *w* is pronounced *oo*; *y* is invariably a vowel and is equivalent to the Welsh *u* in the last syllable of a word and to *u* (as in but) in other positions. The circumflex (ˆ) is often used to denote a long vowel. The letters j, k, q, x, and z do not occur in Welsh. In combination the initial letter of a word is often transmuted; thus d and t interchange; also f and b, and f and m. This change of letter often corresponds to a change of gender. In pronunciation the accent is always on the penultimate, except in a few cases when it is on the last syllable.

The following list of Welsh words occurring in the names of places will be useful. *Aber*, mouth of a river, confluence of rivers; *afon*, river; *bach*, *bychan* (fem. *fach*, *fechan*), small; *bedd*, a grave; *bod*, a dwelling; *bryn (fryn)*, hill; *bwlch*, pass, defile; *caer (gaer)*, fort; *carn*, *carnedd*, cairn, heap of stones, rocky mountain; *cefn*, back, ridge; *clogwyn*, precipice; *crib* (pl. *cribau*), comb, crest; *cwm*, valley (comp. *combe*); *din*, *dinas*, a fortified post; *drws*, door, passage; *du (ddu)*, black; *dwr*, *dwfr*, water; *eglwys*, church; *ffynnon*, a well or source; *glyn*, glen; *gwy*, water; *gwyn*, *wyn* (fem. *gwen*, *wen*), white, fair; *llan*, church or church-village (lit. enclosure); *llyn* (pl. *llynau*), lake; *maen*, *faen*, *vaen* (pl. *meini*), a stone; *maes*, *faes*, a field; *mawr*, *fawr*, *vawr*, great; *moel*, *foel*, bare, bald; *mynach*, monk; *mynydd*, mountain; *nant*, brook, valley (also common in this sense in French Switzerland); *newydd*, new; *pant*, a hollow; *pen*, top, head; *pistyll*, spout, cataract; *plâs*, palace, mansion; *pont*, *bont*, bridge; *porth*, *borth*, port, harbour; *pwll*, pool; *rhaiadr*, waterfall; *rhiw*, steep, slope; *rhos*, moor; *rhudd*, red; *rhyd*, a ford; *sych*, dry; *tal*, front, high, head; *tan*, under; *tomen*, a mound; *traeth*, beach; *trwyn*, a point (lit. nose); *twll*, a pit; *ty*, a house; *tyddyn*, a farm; *uchaf*, highest, upper; *y*, *yr*, the; *yn*, in, into; *ynys*, island; *ystrad*, vale.

If an opportunity presents itself, the traveller in Wales should not fail to attend an Eisteddfod (pron. eistéthvod; lit. a 'sitting'), or gathering for competition in music, literature, etc. The best is the National Eisteddfod, held once a year; but the local 'Eisteddfodau' are also interesting.

IX. Bibliography.

The following is a small selection of the most recent, the most interesting, and the most easily accessible topographical and other books relating to England and Wales. Bulky works, such as county

histories, and older books of which the value is mainly antiquarian have been purposely omitted. Works on special points and particular districts are far too numerous to be mentioned here, but many works of local interest are referred to throughout the text of the Handbook.

A full list of British topographical works will be found in the 'Book of British Topography' by *John P. Anderson* (Satchell & Co., London, 1881), and a judicious selection of accessible books is given in 'The Best Books' by *W. Swan Sonnenschein* (2nd ed., 1890) and its supplement, 'The Reader's Guide to Contemporary Literature' (1895).

England: its People, Polity, and Pursuits, by *T. H. Escott* (new ed., 1890).

Our Own Country, with 1200 illus.; *Cassell & Co.* (6 vols.; 1879-83).

The Land We Live In (3 vols.; 1851-56) and Visits to Remarkable Places (new ed., 1890), by *Wm. Howitt.*

The British Isles, translated from the French of *J. J. E. Reclus* and edited by *E. G. Ravenstein* (1887).

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Historical Sketch of Architecture in England

by

Edward A. Freeman.

It follows from the peculiar history of Britain that the history of English architecture takes a different course from that of the same art in Gaul and Italy. In these lands it is possible to trace an unbroken succession of buildings from the time of Roman dominion down to our own day. There is no sudden break in architecture any more than in anything else; the earliest Romanesque grows out of the later Roman. Direct Roman influences, the imitation of Roman buildings, the use of Roman materials, go on for ages; in Italy a strongly classical Romanesque survives to meet the earliest Renaissance, which is hardly to be distinguished from it. In Britain on the other hand, the complete severance from the Roman world which followed on the settlement of the Angles and Saxons hindered any such continuity. But few Roman buildings lived through the havoc of the English conquest, and those that did certainly did not supply the Teutonic conquerors with architectural models. The continuous history of architecture in England begins with the mission of Augustine in 597, or perhaps a few years earlier, with the marriage of Æthelberht.

The existing ROMAN REMAINS in Britain are works of engineering rather than of architecture. No building, perfect or nearly so, remains, like the temples and amphitheatres of Arles, Nîmes, and Vienne, no monument like those of Igel near Treves and of Saint Remy in Provence. It may be safely said that not a single Roman column is now standing in its own place anywhere in Britain. Even the using up again of Roman columns in later buildings, so common in southern lands, may be said to be unknown; an example in the doorway of Saint Woollos' church in Monmouthshire (p. 207) seems to be unique. The greatest of all Roman works in Britain is purely military, the Great Wall, built to defend the Roman province of Britain against the independent barbarians to the North (see p. 467). This is wholly of stone. Most of the surviving Roman works in Britain are in the late Roman manner of building, where rows of small stones alternate with courses of narrow bricks. This construction, common in Gaul and in other Roman lands, but unknown in Rome itself, may be seen at Leicester, Lincoln, and above all, York; at Lincoln too is one arch of a Roman gateway, besides the bases and stumps of a row of columns. The nearest approach to a perfect Roman building is to be found in the *Pharos* in Dover castle. Large Roman remains are also to be seen at Bath,

Silchester, Aldborough in Yorkshire, Wroxeter, Saint Albans, and above all Colchester. At the two last places the Roman bricks were largely used in later buildings and were imitated down to a late time. Remains of Roman country houses are frequently brought to light by digging, as a very remarkable one at Brading in the Isle of Wight. The mass of Roman remains underground in England is undoubtedly very large; it is the rarity of whole buildings or large parts of buildings which forms the contrast with more southern lands.

The art of architecture in England began with the first building of churches. A church of the Roman time at Canterbury was repaired for the use of Æthelberht's Christian queen, and new churches were built by Augustine at Canterbury, by Paulinus at York and Lincoln, and by others of the early bishops and of the kings who favoured them. They naturally built in the Roman fashion of the time, '*more Romano*' is the phrase often used of these early buildings; but the earliest examples were necessarily small and rude. None is actually standing, unless we accept the church in Dover castle as the work of Eadbald. But there is little doubt that some of the masonry of King Edwin's church at York may be seen in the crypt of the minster. Indeed during the whole five hundred years between the conversion and the Norman Conquest, we have comparatively few churches — we have no other buildings — left, and those for the most part small and plain. The great cathedral and monastic churches were all but universally rebuilt soon after the Norman Conquest; the buildings of earlier date that remain were mostly preserved by their own obscurity. But there is no greater mistake than to suppose that Englishmen before the Norman Conquest were incapable of building or incapable of building in stone. The use of wood was common, more common than in later times; but then, as in later times, its use was largely a question of district. In the eleventh century a church of 'stone and lime' is mentioned as remarkable in Essex, while a wooden church is mentioned as remarkable in Somerset. The last was the ancient church of Glastonbury, the only church of the Britons of which we have any distinct record which lived on through the English conquest. In the eighth century a stone church was built to the east of it; in the twelfth the wooden structure was itself replaced by a stone one. And though the surviving churches older than the Conquest are all small and plain, we have distinct evidence from contemporary descriptions, as of Wilfrith at York and Ripon in the seventh century and of Æthelwald at Winchester in the tenth, that large, rich, and elaborate buildings were perfectly well known.

The style of building doubtless varied in the space of five hundred years; but it varied very much less than in the five hundred years that followed. The buildings of this date belong to one general type of Romanesque, one that differs widely from the Norman type of Romanesque that followed it. But it is misleading to

talk of a 'Saxon' or 'Anglo-Saxon' style. English buildings may well have had their local peculiarities even then, but there is nothing about these early buildings which entitles them to be classed as belonging to a distinct style from the contemporary buildings on the continent. Down to the middle of the eleventh century, all Western Europe had a common style; in the course of that century, several countries struck out local types, as in Northern and Southern Gaul and in Northern Italy; Germany clave to the older style and improved and developed it. The small and plain 'Saxon' buildings of England are simply ruder examples of the same style as the great German churches of the twelfth century. But the style is as little of German as of English origin; it is the common heritage which the whole West received from the common centre at Rome.

As no great church earlier than the Norman Conquest remains in England, and not many perfect churches of any scale, our account of our early buildings is necessarily fragmentary. Small pieces of work either actually older than the Norman Conquest or at all events belonging to the fashion of building which prevailed before the Norman Conquest, are common enough, specially in particular districts, as Northamptonshire. We have to compare what little we have left with contemporary descriptions, and with analogous work in other lands. If the church in Dover castle attached to the Roman Pharos is really Eadbald's work, it must be the oldest surviving church in England. The large and strange church of Brixworth in Northamptonshire was either a Roman building turned into a church or a church built out of Roman materials in the seventh century. But the most perfect examples of very early churches in England are two on a very small scale, in Northern and Southern England severally, the old church at Bradford-on-Avon in Wiltshire, built by Saint Ealdhelm between 675 and 709, and the church of Escomb in Durham. Jarrow and Monkwearmouth, also in Durham, the former the dwelling-place of Bæda, contain large portions as old as his day (674-735). On a larger scale and probably later is the church of Worth in Sussex, a cruciform building. To reckon up all the examples of small portions of work of this type would be endless. In all there is a closer tradition of Roman work than we see in the later Norman form of Romanesque. There is a tendency to large stones, to flat jambs, to windows with a double splay (as in the German churches of the twelfth century), to the fashion of covering walls with horizontal and vertical strips, and to a peculiar arrangement of masonry at the angles, known as *long and short work*. This last too is a Roman feature; it may be seen on a vast scale in the amphitheatre at Verona. As we have no aisled church of this date surviving, it is not easy to speak of the interiors. That columns were used is plain from descriptions; they are still standing in the crypt at Repton in Derbyshire, where some other columns remain moved from their places. They belong

to the same general type as those in some of the earlier churches of Germany, as at Hildesheim. The straight-sided arch is often used, as in Auvergne and in the gateway at Lorsch, which last has very much the character of these early buildings in England.

But the distinguishing feature is the towers. Still there is in these too nothing peculiar to England. They are simply smaller and ruder examples of a type which went on in use in Germany and Italy to a much later date and in much more artistic shapes. They are tall, slender, unbuttressed, with small round-headed windows, with shafts (sometimes balusters) set in the middle of the wall, whence the name of *midwall shafts*. The windows are set in groups of two or more, but they are never grouped under a containing arch, as in the Norman style that followed. The towers seldom keep their finish at the top; but an original capping may be seen at Sompting in Sussex, the low four-sided spire so common in Germany, as at Coblenz. This type of tower, plain and stern, loftier than the ordinary Norman type, has a singular dignity of its own which caused it to remain in use for some while after the Norman Conquest, sometimes even into the twelfth century. The evidence of Domesday proves that the towers of this style in the lower town of Lincoln were built between 1068 and 1085, while the minster and the castle were rising on the hill, in the wholly different Norman style. It is plain that, while the new fashion prevailed in other respects, men still often built towers of the elder type by choice. In Lindsey (North Lincolnshire) towers of this kind may be almost called common; there are several in Northumberland and Northamptonshire; in some districts, as Somerset, they are quite unknown. Among the finest, and those which have the most distinctive character of their own, are those of Earl's Barton in Northamptonshire and Barton-on-Humber in Lincolnshire, loaded with rude enrichment, Saint Bene't at Cambridge, and Saint Michael at Oxford. This last, there is every reason to believe, belongs to the reign of William the Conqueror, and is contemporary with the work in the castle of somewhat the same kind. That this Primitive Romanesque style, common to England with all Western Europe, is something quite distinct from the later Norman Romanesque is best shown by these examples of the two fashions used side by side.

Of this *Primitive Romanesque* there is a good deal in some parts of Gaul, specially towers in the Pyrenees, and buildings in those parts of Western Switzerland which formed part of the kingdom of Burgundy. The great church of Romainmotier in Vaud is plainly kindred with the smaller and fragmentary English buildings. In Normandy there is exceedingly little work of this kind, perhaps not a single tower with midwalls. One cause is this, that in the middle of the eleventh century, there arose in Normandy, perhaps under influences from North Italy, a very distinct type of

Romanesque, just as other types arose in Auvergne and elsewhere. This NORMAN VARIETY OF ROMANESQUE was first brought into England by the Norman tastes of Edward the Confessor, whose great church at Westminster, consecrated in 1065, was distinctly said by William of Malmesbury in the next century to have been built in a new style of building which continued in fashion in his own day; that is of course the style known as Norman. Introduced under Edward, its use was confirmed by the actual Conquest under William, and it gradually displaced the earlier mode of building. By the end of the eleventh century, most of the great churches of England had been rebuilt in the new style. The reason seems to have been mainly that their size was not great enough for the taste of the Norman prelates, who took in England to building churches on a gigantic scale, such as they certainly had not been used to in their own country. It would almost seem that Edward's church, which was of vast size, set the example. It could hardly have been that the English churches were condemned for lack of ornament, as the early Norman buildings are remarkably plain, even more so than those that went before them. And throughout the prevalence of the Norman style the greatest amount of ornament is to be found in the smallest buildings. And in truth no style can better dispense with ornament; none can better trust to sheer stateliness and solemnity of general effect. In this it recalls the old Doric of Greece.

The Norman form of Romanesque prevailed in England from the middle of the eleventh century to the end of the twelfth; but it went through several changes during that time, mostly in the direction of increased lightness and ornament. The earliest Norman minsters are of vast size, very massive and very plain, and they sometimes keep about them some traces of the earlier style. So it is in Saint Albans abbey, the vastest of all and the plainest of all, being chiefly built out of Roman bricks from Verulam. The transepts of Winchester cathedral (1079-93) are of the same date, and also keep some Primitive traces, but the effect of the stone church is very different from that of the brick. Norwich cathedral is a little later (1096-1109) and rather more advanced in style; but it belongs on the whole to the early Norman type of church with low massive piers and triforium as large or nearly so as the pier-arch. Gloucester abbey (1089-1100) shows another type, in which the piers, though massive, are very lofty, and the triforium and clerestory small; this is carried yet further in the abbey of Tewkesbury (1102-21). The usual arrangement among the great churches of this time was the cross shape with a central tower, and most commonly two towers at the west end, a long western limb — the choir being under the tower or even west of it — and a short eastern limb with an apse. The style is easily distinguished from the earlier style by its use of shafts in the jambs of doors and

windows, by the single splay of the windows, by the coupling of belfry windows under an arch, and by the beginning of a system of surface mouldings which gradually increased in richness. The strips and long-and-short work of the Primitive style go out of use, and we get instead flat pilaster buttresses. Two forms of capital are very characteristic of the Norman style, the *cushion* capital, an imitation of the Doric which lasted through the whole Norman period, and a rude imitation of the Ionic, which is used only in its earlier stages. The piers are sometimes square, with shafts in the angles, sometimes round, but far too heavy to be called columns; the genuine column is hardly found, except in crypts. The relation to Roman architecture is quite different in the Primitive style and in the Norman. In the older style it is not so much that Roman forms are imitated as that survivals of them are kept on by unbroken tradition. The Norman style (like the other contemporary forms of Romanesque) shows a conscious and eclectic imitation of particular Roman details, as we have just seen in the shafts; but in its spirit and feeling it departs much further from Roman work. But the comparison can hardly be made in England, where no great Primitive church survives. The difference is well seen by comparing a Norman minster with an early German one, as at Hildesheim.

The beginning of a new variety of Norman is seen in Durham abbey, begun in 1093 by Bishop William of Saint Calais. He died in 1096, having finished only the eastern part of the church. Here we get a less massive proportion; the round pillars are not so extravagantly lofty as at Gloucester and Tewkesbury, while they give a much higher pier-arch and a much lower triforium than Winchester and Norwich. They are fluted in various forms, a peculiarity found elsewhere (as in a few at Norwich), but chiefly in churches coæval with Durham, as Waltham, Dunfermline, and Lindisfarne — the last much later in the style. Durham in short has hit on the most perfect proportions that the style allows; it is as distinctly the head of Norman Romanesque as Pisa is the head of the Italian and Saint Sernin at Toulouse of the Aquitanian variety of the style. The work is more finished than in the earlier buildings, and more of ornament comes in; but the building cannot be called rich. It shows how architecture was affected by the genius of particular men, and how independent style sometimes is of date, that after Bishop William's death the transepts were continued by the monks in a much plainer and ruder style which anybody would take to be twenty or thirty years older than the work which is really earlier than itself. Then came Bishop Randolf Flambard and continued the nave from Bishop William's general design, but with a certain increase of ornament.

The work of William of Saint Calais marks a stage intermediate between the very early and plain and the very late and rich Norman. The beginning of the latter is due to Bishop Roger of

Salisbury, the minister of Henry the First, a great builder both of churches and castles. He brought in both great enrichment in detail and the use of more finely-jointed masonry. Men said that his buildings looked as if they were all of one stone. This style and the early Norman can be well compared in the west front of Lincoln minster, where the plain work of the original founder Bishop Remigius (1085-1092) is contrasted in a marked way with the more elaborate detail of the parts built by Bishop Alexander (1146), the nephew of Roger of Salisbury. This middle Norman style of Roger is perhaps hardly to be found in the whole of any church of great size; but we may assign to it many buildings and parts of buildings which show a certain increase of lightness, but without either the excessive ornament or the classical tendency of the next stage. Saint Peter's at Northampton may perhaps pass as an example. In truth the development of art which was started by Roger was thrown back by the anarchy of Stephen's day, and took life again under Henry the Second. The Norman style of his day grows richer and richer, lighter and lighter; the appropriate surface ornament of the style is now wrought into most elaborate shapes; columns are used wherever the weight to be borne was not too heavy for them; the capitals forsake the ruder types of the earlier Norman, either for more elaborate forms of the old cushion or even for foliage almost reproducing the richness of the ancient Corinthian. Of this late Norman style we have many examples; of course all do not reach the same measure of richness; but the feeling is essentially the same throughout. Such are the nave of Saint David's cathedral, Selby abbey, Worksop priory, the western church at Glastonbury (commonly known as Saint Joseph's chapel), the hall of Oakham castle, the church of Iffley near Oxford, and many others. None departs so widely from the idea of Norman Romanesque as a massive style as the Galilee or Western chapel of Durham abbey. There the arches originally rested on two slender shafts under a single abacus, a feature found in some Roman buildings and specially adopted by the Saracens. It is common in cloisters in Aquitaine, Italy, and Sicily, but it seems a strange shape for the piers of a considerable building. At a later time it was clearly deemed unsafe, and two other shafts were added for strength. Through all this time the rule still holds that, the greater the building, the plainer it is. Very few churches on the scale of Saint David's are so rich, and Saint David's is one of the smaller cathedral churches. Throughout the Norman style, both early and late, special attention was paid to the doorways. Small and otherwise plain churches often have a doorway of considerable richness, and Norman doorways have often been preserved when the rest of the building has been rebuilt in a later style. The reason doubtless is that a doorway has more of separate existence than most other features. This is specially true where the

doorway is under a porch; but porches are rare in Norman churches, though there is a fine one at Southwell minster.

During the Norman period we are no longer confined to churches and their appurtenances as subjects of architectural study. We have a store of castles and some houses to refer to. It is perhaps hardly needful to say that at no period of good art was there any special *style* for churches or for any other class of buildings. The different purposes of a church, a castle, a house, a barn, will cause great differences of form, outline, proportion, among the different classes of buildings: but the *style*, strictly so-called, the details, the ornamental forms, are always the same. A military building is likely to have less ornament than an ecclesiastical one; but those parts of it which are enriched will be enriched in the same way. Thus we have mentioned the hall of Oakham castle. This, like many other early halls and monastic infirmaries, has columns and arches which might just as well have stood in a church. The castle, a novelty of Norman introduction, now became a chief feature in the architecture of England as of other countries. The usual type of the Norman castle has for its main feature the massive rectangular keep, which, without changing its essential character, may either swell into such vast buildings as those of London and Colchester or sink into the peel-tower of the borders of England and Scotland, which are simply the Norman keep on a very small scale. Pre-eminent among the Norman castles of England is the Conqueror's own fortress planted to keep London in awe. The Tower of London, built by Gundulf, Bishop of Rochester, shows how the plain and early Norman style could be wrought into perfectly finished forms in military as well as in ecclesiastical work. Its most interesting part, the chapel, unites both characters. It is plain but not rude, with columns and an apse in the thickness of the wall. This great building may be compared with the small tower which Gundulf built for himself at Malling in Kent. The castle of Rochester is not his work, but that of Archbishop William Corbeil (1126-39); it is an excellent example of much the same style as Bishop Roger, a great advance in ornament, but with much of the massiveness of the elder style living on. And it is now in a castle rather than a church, in the remains of his castle at Sherborne that we can best study the work of Roger himself. Another type of castle, less usual during this period than the square tower, and less easily lending itself to architectural forms, was the *Shell kepe*, a single wall, commonly polygonal. This is chiefly found when the castle was built on a mound of earth which might not have borne the weight of the heavy square tower.

Houses, strictly so called, are still rare, but there are a few examples. Some of the best are in towns, as at Lincoln and Bury Saint Edmunds, where they bear the name of Jews, and some have thought that stone houses in towns at this date were first built by

Jews. A contemporary writer speaks of their 'houses like the palaces of kings'. There is some other domestic Norman work at Lincoln, namely Saint Mary's Guild, commonly called John of Gaunt's stables. There is also a house of very late Norman just outside Cambridge, called Pythagoras' School. And there are a few others elsewhere. But for the best examples of domestic architecture at this time, we must look, not so much to houses strictly so called, as to those parts of castles and monasteries which were not military or religious. Of monastic buildings of this date a good deal is left, as very largely at Christ Church, Canterbury. The great hall of the palace of Westminster, as built by William Rufus, must have been a wonderful specimen of early Norman work, with two rows of pillars and arches, as in the later hall at Oakham (1175-91). But it was recast in the fourteenth century, and the architectural features are lost. Of Romanesque applied in municipal buildings, in which Italy is so rich, England has now perhaps nothing to show; but examples survived not so long ago at Exeter and Colchester.

We now come to the great change by which the style known as Gothic or Pointed gradually took the place of Romanesque. This style, it must be remembered, in England supplanted the Norman variety of Romanesque; in Germany it supplanted a developed form of that earlier Romanesque which in England died out before the Norman. This change implies a great deal more than the mere introduction of the pointed arch. The pointed arch is really as old as the round, and its shape is actually found in some of the earliest attempts at the arch in Greece and Italy. It was used by the Saracens for some centuries before the time to which we have come, and from them it was brought into the Christian buildings of Sicily and Southern Gaul at least as early as the eleventh century. In those countries the pointed arch by itself is no sign of approaching Gothic, and the buildings in which it is used show no other mark of approach to that style. In England, France, and Germany, the mere use of the pointed arch was most likely brought in from the East by the crusaders; so that it is in a sense of Saracen origin in those countries also. But the Saracens, while using the pointed arch, had never developed a system of ornament which thoroughly suited it. This last is exactly what the architects of northern countries did, and, in so doing, produced the style called Gothic, a name absurd enough in itself, as it had nothing whatever to do with any Goths, but which may be accepted, as being commonly understood. The process by which the new style was developed out of the old, followed somewhat different stages in England, France, and Germany, but the general result was the same in all. Each country produced its own characteristic form of Gothic. Thus in England mouldings developed faster than they

did in France, while in France windows developed faster than they did in England. We have here to do with the process of change, the *Transitional* style between Romanesque and Gothic, as it went on in England. First of all, the pointed arch came in as a constructive feature, without any new system of ornament; the arches are either plain or have Romanesque ornaments. It is not uncommon to see the great constructive arches of a church, the pier-arches and those of the vault, pointed, while all the smaller arches are still round. There can be no better example than the nave of Malmesbury abbey, a grand massive design, Romanesque in everything, except the form of the pier-arches. Gradually the pointed arch came in in other places besides the main arches; gradually too the ornament changes, from the flat surface of the Romanesque to a system of deep mouldings, rounds and hollows, affecting the section. As a general rule, the constructive lines become Gothic, while the mouldings are still largely Romanesque; but sometimes things take the opposite course, and we find round arches with Gothic mouldings nearly or wholly developed. This is a local fashion in Northamptonshire; as the Norman doorways were so much admired and often preserved, so something in the Norman fashion went on in doorways when it had gone out of use in other features. The Norman ornaments went on longer in this district than elsewhere, and the round arch went on longer than the ornaments. This Transitional period is a most interesting study, and there are many fine examples of it. Such are the whole eastern part of Canterbury cathedral (1175-84), part of the nave of Worcester, Glastonbury abbey, both the eastern and the western church, while a plain type will be found among the Cistercians, as at Kirkstall. But the most instructive examples are to be found at Peterborough and Ely, examples of the way in which, while the Transition was fast going on, men sometimes followed an earlier type for some particular reason. Both these naves were built quite late in the twelfth century, but, being adapted to earlier Romanesque work, they keep the proportions and general effect of the earlier style, though a narrow examination will show that the mouldings are considerably advanced in the new fashion. But, as soon as the west front was reached, where adaptation to an earlier model was no longer held needful, later outlines as well as details came in freely.

The earliest type of English Gothic, called by different writers *Early English* and *Lancet*, had pretty well reached perfection by the last years of the twelfth century. Saint Hugh's work at Lincoln must be reckoned as belonging to it, though it is perhaps not quite clear of Romanesque traces. The perfect English form of this style is all but peculiar to England; one or two examples may perhaps be found in Normandy. We may define it as the style which

combines the use of the simple lancet in windows with the use of the round abacus in shafts. This distinguishes it from contemporary French work, where fully developed tracery in the windows is constantly found along with the square abacus. The English work also has much bolder mouldings; it deals much more in detached shafts — a favourite kind of pillar is a column with small banded shafts round it; the foliage of its capitals is freer, and departs farther from classical models. On the other hand, the French style is far richer in sculpture, above all in the magnificent doorways which have hardly any fellows in England. The difference between the two countries may be best seen by comparing (as has often been done) the two churches of Amiens and Salisbury, which were building at the same time. The French church has as much the advantage in the windows and doorways as the English has in all the smaller details. But there is a local variety of the English Early Gothic which comes far nearer to the French style, having square or octagonal abaci, less bold mouldings, and few or no detached shafts; the capitals of the shafts too are far more like French work. This style is found in the West of England and South Wales; that it is strictly a lingering of Romanesque feeling is shown by several of the details showing themselves in the late Romanesque of Saint David's and the Transitional work at Glastonbury. It is continued in more fully developed Gothic at Llandaff cathedral, and it may be best studied at Wells, where it can be compared with work of the more usual English kind in the same church. This style is also to be found in several smaller buildings in the district to which it belongs; the inner porch of Saint Mary Redcliff at Bristol, the church of Slymbridge in Gloucestershire, and the small churches of Whitchurch in Somerset and Cheriton in Gower will supply good examples.

It was in the thirteenth century, during the prevalence of this Early Gothic style, that English churches, great and small, put on those peculiar features which distinguish them from those of the continent, especially from those of France†. Even in the twelfth century, the English churches began to throw out much longer choirs, a practice which perhaps began at Canterbury under Saint Anselm, and which in the thirteenth century became the rule. The next stage was to leave off the apse and to use a square east end, either with a single large window or group of windows, or

† The words *France* and *French* in these comparisons must be understood of France in the strictest sense, or at all events only of the lands north of the Loire. Southern Gaul, which gradually became French in a political sense, had nothing to do with France architecturally, save that some grand French churches were here and there built in those lands as something quite foreign. But the native style at all times is so different that, widely as French and English buildings differ from each other, we may put them together as a single Northern manner of building, as distinguished from the national architecture of Aquitaine and Provence.

with a lower Lady chapel beyond it. Even in the Norman period, though the apse was all but universal in the great English churches — it remains at Peterborough and Norwich — it was the exception in the small churches, and from the thirteenth century onwards an apse in an English parish church is most rare, and the few that there are are mostly much later than this time. Indeed even in cathedral and other great churches the apse is very rare, being of course, where it is found, polygonal and not round. So we see at Westminster abbey, great part of which is really French work on English soil, and in the smaller abbeys of Tewkesbury and Pershore. The central tower remained the almost universal rule for great churches — Exeter and Llandaff are the only real exceptions — while in France (save in Normandy) it went out of use in the great churches, and remained far more common in smaller ones than it is in England. A great English church is usually much longer and lower than a French one; the English church has the better external grouping, while the French church has the grander internal effect; Saint Ouen at Rouen alone contrives to combine the merits of both. Again in England there grew up a type of parish church, wholly different from the minster, but just as good in its own way, while in France, where a small church has any architectural merit, it is commonly (not always) by way of reproducing the minster on a small scale. A French church was always vaulted whenever it could be; a wooden roof, whenever there is one, is a mere shift. But in England the vault is rare indeed in small churches and is not altogether universal in minsters. It was clearly omitted by preference, and various forms of enriched wooden roofs were used instead, not as shifts but as approved substitutes. And the absence of the vault of course enabled the pillars to be lighter than when they had to bear such a much greater weight. All these tendencies reach their fullest development in the latest form of English Gothic; it is there that they are thoroughly wrought into an artistic shape; but they begin from the beginning. We do not see in England, in the thirteenth century any more than in the fifteenth, the small minster-like churches which we see in France. New Shoreham is perhaps the only English parish church of this date which affects the type of the minster, and that might be a minster in scale as well as in style. These two points of difference, the absence of the apse and the vault are enough of themselves to distinguish an English and a French church, and it is perhaps worth noting that in Ireland the English peculiarities appear in a more marked shape still. In short the differences between insular and continental buildings begin in the Early Gothic of the thirteenth century, and they go on widening as long as Gothic architecture lasts.

Of this English style of the thirteenth century the most distinctive feature of all is the Lancet window, from which it has been well

called the Lancet style. These long narrow windows are used alone, or in groups of twos, threes, and greater numbers. Sometimes two or three are grouped under an arch. There we get the first approach to window tracery. The space above the openings was pierced with some figure, a circle or quatrefoil; this is already usual in openings which are not meant to be glazed, as in triforia and belfry-windows; but it does not as yet grow into actual tracery. The triforium is now commonly lower and the pier-arch higher than it was in the Norman style; only at Ely, the same feeling of adaptation to older work which gave the nave its peculiar character, affected also the work of this date, and the triforium is unusually large. The work of this date at Ely, including the east end, is the very finest example of the style in point of detail. All the characteristic features come in, and with a remarkable degree of richness. For, while this style can be very simple, it can also put on an almost lavish amount of ornament. Sculpture too, in the stricter sense, the carving of the human figure, takes a sudden leap; in the twelfth century attempts of this kind were still very rude; in the thirteenth we have admirable sculptures on the west front of Wells, not the less admirable as sculptures because the front, as an architectural design, is sacrificed to them. On the whole, at no period of mediæval architecture was there so much richness and freedom of detail as in the days of the earliest fully developed English Gothic.

Of this style we have many examples in our great churches. The nave of Lincoln, the choir of Southwell, the whole eastern part of Beverley, much of Worcester, the eastern transept at Durham, the transepts of York (with their very strange wooden vaulting), and specially the whole church of Salisbury, except the tower and spire, belong to this style. Salisbury is naturally often quoted as the model of the style, as it is so rare to find a great church all in one style from one end to the other. But it is surely far surpassed by the contemporary parts of Lincoln in proportion and by that of Ely in detail. A crowd of smaller churches might be quoted; two remarkable ones are the church of Warmington in Northamptonshire (with a wooden vault to the nave) and the very small church of Skelton near York.

Two features which may be traced back to the twelfth century reached their full development in the thirteenth. The earliest and the latest chapter-houses are rectangular. That at Worcester in the twelfth century was round; just as in the case of the apse, the round form naturally became polygonal, and from the thirteenth century onwards we get a remarkable class of polygonal chapter-houses, usually with a single central pillar, a form of singular beauty. The earliest is that at Lincoln, which belongs to our present period; the rest belong to a time a little later. The other feature was the tendency to finish the west end of a great

church with something other than either the mere ends of the nave and aisles (as at Norwich) or the aisles ending in towers, as in most large Romanesque churches. Sometimes, as at Ely and Peterborough, this took the shape of an actual western transept. In the magnificent Transitional part of Ely, a single vast western tower rises in the middle of the transept, a fashion which, on a smaller scale and in a ruder form, is the rule in Auvergne. At Peterborough the transept was combined with two small western towers, only one of which was ever finished. But here a second addition was made in the shape of a magnificent portico of three lofty arches, in the best work of this style, perhaps the grandest conception for a single feature which mediæval architecture has produced. It is in fact the Greek portico translated into Gothic language. But in other cases all that is done is to disguise the real shape of the front, whether with or without towers, by a mere wall, a sheer piece of pretence. So it was in Malmesbury abbey even in the twelfth century; so it is in different shapes, at Lincoln (where there is a kind of western transept), at Wells (where the western towers stand beyond the aisles), at Salisbury (where there are no western towers). In these, and in some other cases, the shape of the front is not the real constructive shape. This fashion afterwards went out; the later fronts are either the mere ends of the nave and aisles, or else there are western towers, sometimes, as at Beverley, with an unreal wall built between them, but with no screen in front.

Church towers now begin to be taller than they were in the Norman time; that is, in truth, they fell back on the older Primitive type. And now their roofs begin to shoot up into tall spires, first of wood, then of stone. But these are in their first stage to be mainly studied in parish churches, specially in a district which takes in North Northamptonshire, the southern part of Lincolnshire called Holland, and parts of other counties. These early spires (known as *broach* spires) keep their character as roofs by hanging over the tower, and they are more massive than spires become afterwards. But there are very few of this kind to be seen in the great English churches; the low spire of Saint Frideswide at Oxford (now the cathedral church) stands almost alone.

In the latter part of the thirteenth century another change comes in. Tracery now begins to be used in the windows, as had been the case long before in France. Tracery grew very naturally out of the figures pierced in the head of a window of two or more lights under an arch. Bring the circles, or other figures, close to the arches, and pierce the spandrels or spaces between them, and we at once have the simple st form of tracery, that which uses only a few simple geometrical figures, circles, quatrefoils, trefoils, sometimes the spherical triangle, and even the spherical square

which last is very common in Germany and very rare in England. Windows of this kind may be formed of any size; the arches supporting circles may be repeated over and over again on different planes, so that a window of eight lights shall be made up of two windows of four lights, and those again each of two windows of two. Such is the great east window of Lincoln minster, the finest example of this stage; the whole eastern part of the church, called the Angels' choir (1255-80) is of this date, and is as perfect in its way as the Lancet work at Ely is in its way. The nave of Lichfield, the chapter-house at Salisbury, the staircase to the chapter-house at Wells, the north transept at Hereford, the church of Winchelsea, the ruined abbeys of Tintern and Netley, are other examples of this style. The earlier among these have fallen away but very little from the perfect beauty of detail which belonged to the style in use just before; but even in the Angels' choir the mouldings are not so deep nor the foliage so bold as in the eastern parts of Ely. By those who have divided the mediæval styles according to their windows, this style is called the *Geometrical*.

The next form in idea is where the lines of tracery cease to be Geometrical and become *Flowing*; that is, the figures no longer merely rest on the arches, but the mullions themselves are actually continued in the lines of tracery, but always in various forms of curves. But the change from the Geometrical forms to these was very gradual. There is a style of window, of which those in the choir of Merton College chapel at Oxford are among the very best, in which the tracery is Geometrical and not Flowing, but which still differs a good deal from the simple Geometrical of Lincoln. The design of the tracery is far more elaborate and brings in a much greater choice of figures. We see these forms again in the nave (1291-1329) and chapter-house at York — a chapter-house without a central pillar — while the great west window, the pride of the nave (1338), has fully developed Flowing tracery. Of this last the two grandest examples are those at the east ends of Carlisle cathedral and Selby abbey, the latter of which has a Geometrical window alongside of it. Heckington church, Lincolnshire, and Snettisham, Norfolk, are fine examples on a smaller scale; but the building of all others in which to study the developement of tracery is Exeter cathedral (1280-1370). Here it starts from the simple Geometrical in the eastern Lady chapel, and advances westward.

The truth is that there is in idea a very wide gap between the styles which are marked by the use of Geometrical and Flowing tracery, but that it is by no means easy always to divide them in practice. All the forms of window-tracery, English, French, and German, fall into two great classes, admitting of further divisions according to periods and countries. There is, first, the *Geometrical*, the forms of which in the different countries differ less from each other than the later forms do. There are, secondly, all those forms

in which the mullions are continued in the tracery, whether in straight or in curved lines, which have been grouped together under the common head of *Continuous*. This will take in both the Flowing and Perpendicular forms in England, as also the Flamboyant of France, and the contemporary late Gothic of Germany, forms which differ far more widely from one another than the various forms of Geometrical, but which agree in carrying on the mullion into the tracery. And in England the Perpendicular line came in so very early that its first examples are actually contemporary, not only with Flowing but with Geometrical forms. In all times of transition earlier and later forms cannot fail to be used side by side, and the details which accompany the purely Geometrical and the purely Flowing tracery differ less from each other than each does from the details used immediately before and after it. Hence the Geometrical and the Flowing forms have often been, with some degree of practical convenience, grouped together under the somewhat unmeaning name of *Decorated*. But during the whole period from the time when the simple Lancet windows went out of use till confirmed Perpendicular became dominant, detail was ever changing in the direction of the later type of Gothic. The sections of mouldings and of clustered pillars became less and less bold; so does foliage, though it now more commonly, as conspicuously in the chapter-house at Southwell, directly copies natural forms. Ornamental arcades with distinct shafts gradually sink into mere panelling; the triforium gets smaller and smaller; there is a constantly increasing tendency to carry lines straight upwards. The naves of York and Exeter have much in common; but Exeter, both in proportion and detail, keeps on a good deal of earlier feeling, while York is an advance in the direction of what was coming. Exeter is very English; York has more in common with some of the great French churches. But the most remarkable example of all is the work of this date at Ely. The proportions impressed on the building by the Norman architects, as they influenced the work of the thirteenth century, influenced that of the fourteenth also. There is a triforium on a scale such as no architect of the time would have designed if he had been left to himself; but the details are very far advanced, and have altogether lost the boldness of the earlier work to which the fourteenth century reconstruction is adapted. At Beverley again the nave of the fourteenth century is in many things adapted to the choir of the thirteenth.

In the matter of towers, some of the very grandest in England belong to this time. Several of the great central towers were now carried up, as at Salisbury, Hereford, Wells, and above all Lincoln, where the western towers were carried up at the same time. Of these Salisbury alone had a stone spire; but that at Hereford, and all three at Lincoln, once had spires of wood covered with lead. Lichfield alone, among English churches, had three stone spires

At Ely something different from a tower and quite unique in England arose. The central tower, which had hitherto stood in fellowship with the single western tower, fell, and was replaced by a vast octagonal lantern, not exactly a tower, not exactly a cupola, but coming nearer to a domical effect than anything else in the Gothic architecture of England.

The origin of the *Perpendicular* style, a style peculiar to England, is to be found in the abbey of Gloucester. This was made out beyond doubt by Professor Willis in his examination of that church in the year 1860. The distinguishing feature of the style in the matter of windows is that the mullions are continued in the tracery, in the shape, not of curved but of right lines. Such right lines are now and then found in earlier tracery: but only incidentally: they now become dominant, and give the character to the style. But the straight line came in first, not in windows, but in panelling; it arose out of a special need in the works carried on at Gloucester by Abbot Wigmore (1329-37); it is there fully developed in the panelling, not quite so much so in the window-tracery. When this date, which is perfectly certain from documents, was first ascertained by Professor Willis, it showed that the Perpendicular style was used many years before the date commonly given to its beginning; and there can be no doubt that it remained for a long time a local style at Gloucester, used there both in the abbey and in other buildings, but making no way elsewhere. Its general prevalence began when it was taken up at Winchester, first by Bishop William of Edington (before 1366) and then by his successor William of Wykeham (1394-1404). In Edington's work the style still keeps some slight trace of the earlier style; that of Wykeham is fully developed, and clearly set the fashion throughout the country. Other work of his is to be seen in his two colleges at Winchester and Oxford, where his chapel and hall at New College became models for others. In tracing out the growth of this style we can again, just as we could in the Norman time, mark the personal action of particular men, which we have been less able to do in the intermediate styles.

The English Perpendicular style, like the French Flamboyant which grew up about the same time, was the latest form of Gothic in England, that which gradually gave way to the introduction of Italian forms in the sixteenth century. The earlier and the later examples differ a good deal, but the main principles of the style remain the same throughout, and the difference between early and late Perpendicular is certainly not greater than the difference between the plain Norman of the days of the Conquest and the enriched Norman of Henry the Second's reign. The leading principle of the style is the prominence given to the vertical line in every thing, a prominence which is often made yet more thorough by the presence of strongly marked horizontal lines. This comes out in

panelling and window-tracery; the windows reach a vast size, as the great windows at Winchester, Bath, Beverley, York, and above all Gloucester. There is not so much scope for transitional forms between the Flowing and the Perpendicular lines as there was between the Geometrical and the Flowing; still examples are not wanting; windows in which curved and straight lines are intermingled are seen, as has been said, in the earliest Perpendicular at Gloucester and also at York. Indeed the growth of the Continuous style can nowhere be better studied than in the successive works at York: the nave (1291-1329), the presbytery (1361-70), and the choir (1380-1400).

In the style which now came in, mouldings lose still more of their depth; capitals are less commonly floriated, and with less of depth when they are; ornamental arcades altogether give way to panellings. On the other hand, the richer buildings become more loaded with ornament of various kinds than ever. But it is rather ornament added to the constructive features than the constructive features themselves brought into ornamental shapes. It is otherwise however with one very important feature which now for the first time puts on its full importance. This is that specially English feature, the wooden roof. This is no longer a mere substitute for a vault, but a form of equal dignity which is often chosen by preference. It puts on various shapes. There are the grand hammer-beam roofs of East-Anglia, which after all seem better suited to halls than churches; there are the roofs which in a large district on the borders of Wales are used in churches, but which in the West of England are used only in halls, a variety which uses a vast deal of wood with trefoils and other figures cut in the solid. Then there are the characteristic coved or cradle roofs of the West of England, which modern architects are commonly bent on destroying. And lastly there is the low-pitched tie-beam roof, which is common everywhere, except perhaps in East-Anglia. This last form is connected with one of the features of the style which has been already mentioned, the prominence given to the horizontal line in contrast with the vertical. This tendency, it should be remembered, came in before Perpendicular tracery was at all dominant in the windows; it begins while the Flowing forms of tracery are still in use, sometimes even earlier. The roofs and gables became low-pitched, as in one of the classes of wooden roofs already spoken of; the low gable may be seen over the grand Flowing west window of York minster. Outside, instead of the high roof, the parapet, pierced or embattled, becomes a main feature. So with the towers; magnificent spires were still built, sometimes in Northamptonshire keeping to the so-called *broach* form, but more usually with parapets, pinnacles, and flying-buttresses. But, as the spire is one form of the high roof, the tendency of the style is to leave out the spire, and to finish

the tower itself with a parapet and pinnacles. Most commonly the square tower itself is all; but sometimes the square is finished with an octagonal; sometimes the octagon again supports a spire. In churches again the arches of doors and windows had commonly been pointed. But all through the fourteenth century, even while Geometrical tracery is still in use, other alternative forms come in, and become more usual as Perpendicular advances. A square-headed window is often convenient in churches, and constantly so in houses. The form was therefore used very early, whenever it was wanted, as also was the segmental arch, most commonly round. The square-headed form becomes more usual in the Perpendicular style, but the segmental gives way to the four-centred arch (answering to the elliptic, three-centred, or flat-topped arch in France and Sicily), which is used all through the style, but becomes more common towards the end.

In all these ways the horizontal line comes in after a fashion in which it does not in the earlier Gothic styles. But the vertical line is still dominant, all the more dominant. The great work of the Perpendicular style, as applied to ecclesiastical purposes, was to bring out the distinctive type of the great English parish church as distinguished from the minster. In the interior of such a church, if the wooden roof is of lower pitch than of old, it is a substitute for the vault and not a make-shift, and it far more commonly rests on shafts rising from the ground. Nothing can be more truly vertical than some of the West of England churches that follow this type. Even when the shafts do not rise from the ground, the tall slender pillars, commonly with narrow arches, have an upward tendency which the flatter lines of the roof help to bring out more strongly. The great Perpendicular parish church has commonly a western tower; the central tower is rather avoided, and it sometimes gives way to a western one; the distinction between nave and chancel becomes less strong, and is sometimes made wholly by woodwork; aisles to the chancel are more common than before, and chapels are often added beyond the aisles. The apse is still very rare, but it is found at Saint Michael's at Coventry, and, as an addition, at Mold and Wrexham in North Wales. Vaulting is common over small parts of the building, as porches and chapels, but it is all but unknown over a main body. Examples are found everywhere; but there are two districts, Somerset and East-Anglia, where fine examples of two distinct types are specially thick on the ground. The differences in the two types of roof have been already mentioned. The towers also are widely different, though singularly stately in both; in the East-Anglian churches both the towers and other parts are greatly affected by their material, which is chiefly flint; cut flint arranged so as to make forms of panelling is a very distinctive feature. They are also distinguished for the vast number of small windows in the

clerestory, two in each bay, while in Somerset the large churches commonly have one large window in each bay, while in the smaller ones with coved roofs the clerestory is often left out. In Yorkshire there is a third type of tower, which evidently follows the western towers of the minster, having a single large belfry-window, where in Somerset there would be two or more. In Northamptonshire, rich in spires and octagons, there is perhaps only one square tower of great merit, at Titchmarsh. Gloucestershire and Worcestershire have another type of tower, continued from the beginnings of the Perpendicular style in Gloucester abbey; the panelling looks as if it were nailed on, which it never does either in Somerset or in East Anglia. Of large parish churches in this style (out of the special districts) the two University churches of Oxford and Cambridge may supply good examples: also the collegiate (now cathedral) church of Manchester, which is purely parochial in its architecture; Fairford in Gloucestershire, which has a central tower without transepts and which comes within the sixteenth century, and, among very small churches, Whiston in Northamptonshire (near Castle Ashby, p. 270), from its extraordinary grace and its extremely late date, 1534. But a full list would be endless; all that can be done is to pick out a few examples here and there.

In minsters the style is on the whole less happy than in parish churches. The *latest* example is doubtless to be found in the Perpendicular parts of York; but here, though the feeling, as in the earlier nave, is thoroughly Continuous, it is hardly thoroughly Perpendicular. The shafts of the clustered pillars have a prominence unusual in the style, and which gives the building an effect of its own. And another building which belongs to this period by date can still less be said to belong to it by style. The nave of Westminster abbey was built in the fifteenth century, and a near examination will show that the details are of that date; but the proportions and general effect are utterly unlike anything in the Perpendicular style; everything is closely adapted to the adjoining work of the thirteenth century. And, just as in the case of the nave of Ely, where, in the west front, the architect got free of his model, he built in the usual fashion of his own time. The series of genuine Perpendicular buildings begins, as we have seen, at Gloucester and goes on at Winchester. The work of Wykeham at Winchester keeps all the massiveness and solemnity of the earlier style, because it is in truth not a rebuilding from the ground, but the Norman nave cased in the new style. This should be compared with the eastern parts of Gloucester, where the Norman work is not *cased* but merely *overlaid* in the peculiar local style, and with the nave at Canterbury which was rebuilt from the ground. Here we cannot but feel that there is the same fault as in the Romanesque naves of Gloucester and Tewkesbury; the pier arches are too high and the clerestory too low; the triforium has of course vanished. The

style perhaps comes out better in a type of building which has a very lofty clerestory. We see this in Sherborne minster and in parts of Christchurch in Hampshire. Saint Mary Redcliff at Bristol also comes here, a parish church, but — like Shoreham in earlier times — ranking architecturally as a minster, and the only English parish church which is vaulted throughout. It is well to compare it with great churches of the purely parochial type, as Boston, Newark, Saint Michael at Coventry, and Trinity church at Hull, one of the greatest parish churches in England, supplying a noble study of tracery, and so far minster-like as to have a central tower, but having all the lightness — an enemy might say flimsiness — of the parochial type, with the slender pillars and wooden roof. Saint Mary Redcliff was designed for a central tower, which would have been of an oblong shape, the transepts being narrower than the nave and choir, as at Limoges and some other French churches. This form was actually carried out in Bath abbey (1500-39), the only cathedral church altogether in the Perpendicular style, which it shows in a late and for the most part a poor form. The mouldings are coarse, and the four-centred arch, often very useful in doorways, windows, and even small chapels, has thrust itself into the main pier-arches, where it is quite out of place. The tower is ungraceful, and it was great perversity to make the belfry-windows and the great east window square-headed.

The one good feature at Bath is the fan-tracery vault of the choir, imitated in modern times over the nave. This form of roof is the great contribution of the Perpendicular style to the art of vaulting. It begins early in the style, as in the cloister at Gloucester (1351-77), one of the most perfect examples; but it did not come into use over large spaces till much later. The earlier Perpendicular vaults forsake the simpler arrangements of earlier times and do not bring in the compact magnificence of the fan-roof. In the wooden roofs at York and in many stone roofs, the ribs seem to run over the vault without much meaning. The flat pier-arches at Bath point to another tendency of the latest form of the style, where there almost seems a wish to get rid of piers and arches. In the two most elaborate examples of late Perpendicular, Saint George's chapel at Windsor and Henry the Seventh's chapel at Westminster, the arcades are of very little importance. The Westminster chapel is a wonderful work, but it must be allowed to be overcharged with ornament; minute enrichment has taken the place of boldness of design. The really grandest building in late Perpendicular is the chapel of King's College, Cambridge. Here the windows and the fan-tracery roof are of the very best kind, and the ornament throughout, though rich, is not overdone. And the design is as bold and simple as a Greek temple. In the choir of a college chapel pier-arches are not needed; the type of chapel brought in by William of Wykeham has a short nave of two bays

with of course two arches and one pillar on each side. King's chapel consists of twelve bays, with no architectural distinction between nave and choir. There are no aisles, therefore no pier-arches; but there are chapels between the buttresses, as in many French churches.

These three famous chapels, at Westminster, Windsor, and Cambridge, have no towers. King's could not have any but a detached campanile, like Magdalen at Oxford. Otherwise, the Perpendicular style which, in the parish church, tends to sacrifice the central to the western tower, tends in the minster to make the central tower more predominant than ever. At Winchester, Gloucester, and Saint Albans, western towers were pulled down, clearly to give greater predominance to the central one; and this at Winchester and Saint Albans, without ever actually rebuilding (whatever may have been designed) the old central towers in the new style. At Gloucester the central tower was rebuilt in the stateliest guise of the local style, and it set the fashion to Worcester, Malvern, and some smaller examples. On the other hand, at York the western towers were finished in the new style, while the central tower kept its Norman massiveness even with Perpendicular details. It was seemingly designed to carry some farther finish, perhaps an imperial crown, like those at Newcastle-on-Tyne, Edinburgh, and Aberdeen. The York tower may be said to be in some sort repeated at Beverley, where the mid-tower was never carried up. The great towers of Durham and its dependency Howden were carried up with the finish of a smaller square stage, answering to the octagon in some other cases, which was itself to receive a crown. At Durham, as at York, the western towers were spared, and carried up in the new style. In some cases, both of larger and smaller churches, a western tower was added to a building which already had a central tower. So it was at Hereford cathedral, Malmesbury abbey, Wimborne minster (where the tower of this date is said to have succeeded an earlier one), Christchurch, Hampshire, and the parish churches of Purton in Wiltshire and Saint Cuthberht at Wells. These in fact, except in the absence of the western transept, repeat the outline of Ely as it stood before the substitution of the octagon for the square central tower. The strange thing is that this grouping of a central and a western tower, common in France, was in England not only rare but hardly ever destined to last when it was used. In most cases either the western or the central tower has fallen, and it is only at Wimborne and Purton that this grouping can now be studied.

Meanwhile domestic architecture was fast advancing. In England, it should be noticed, nearly all mediæval architecture that is not strictly ecclesiastical or military is domestic. The history of England gave no room for such developments of municipal inde-

pendence, and thereby of municipal architecture, as were to be seen in Italy, Germany, and the Netherlands. There are some fine guild-halls in England, as those of London, York, Exeter, and Coventry; but the hall itself does not differ essentially from the hall of a palace or great monastery, and the whole municipal building nowhere becomes, as often on the continent, a rival to the minster and the castle. Another thing to be noticed in England is that country-houses, great and small, manor-houses, parsonages, houses in villages and open towns, put on an artistic character much sooner than they did in lands where safety could be had only either in a castle or in a walled town. The French *château* commonly belongs to the last days of Gothic architecture, and commonly supplants an actual castle. In England the simple manor-house, quite distinct from the castle, existed at least from the thirteenth century, and grew with every developement of art up to the sixteenth. The mere architectural style is of course the same in a house and in a church of the same date; but some features are more convenient in domestic buildings; thus in houses the square-headed window is more convenient than the pointed, except in rooms of special dignity, as the hall and chapel. Again the projecting *oriel* or bay-window is a specially domestic feature, for which there is no place in a church. The hall is the main feature of a mediæval house, great or small; at first it was almost the whole house; gradually the number of rooms increased; the *solar* opening into the hall grew into the (with) drawing-room; towards the end of the fifteenth century the dining-room, as distinct from the hall, began to creep in. The hall is commonly of the full height and width of the house, with an open roof; as the art of making such roofs grew, the old fashion of building halls with pillars and arches died out. Thus Richard the Second, in rebuilding Westminster hall, the grandest of the class, took away the arches of William Rufus, and threw the whole into one body, under one vast timber roof. But sometimes in halls, and more commonly in barns, the wooden roof is a construction independent of the walls, and rests on wooden pillars, as in the Bishop's hall at Hereford. The great oriel window at the upper end of the hall is commonly a marked feature. The materials of houses depended more on the district than those of churches, for, though there were wooden churches, even down to quite late times, especially in Essex and East-Anglia, yet stone was the usual material. In houses stone was constantly used in stone districts like Somerset and Northamptonshire, while in the western midland counties, timber or timber and brick, prevailed even in houses of great size (as Speke Hall near Liverpool), and in the eastern counties brick came into use very early. Examples of houses of all kinds become more common as we go on. In the fourteenth century Clevedon Court in Somerset is one of the finest; in the fifteenth examples are very

common, and at the beginning of the sixteenth English domestic architecture reaches its perfection in buildings like Cowdray in Sussex — unluckily damaged by fire — and Thornbury castle in Gloucestershire — unluckily never finished. Cowdray is perhaps the grandest actual example of a manor-house on a vast scale, keeping nothing of the character of a castle beyond the gate-house. Thornbury is a mere fragment; but the oriels, round, and not, as usual, polygonal, are of the most magnificent kind. Both these buildings, of the reign of Henry the Eighth, belong to the very last days of Gothic architecture, just before Italian influences came in. The work of Wolsey at Hampton Court is of the same kind. Of the same date too are many of the college buildings at Oxford and Cambridge; the colleges indeed were originally built after the type of large houses; there is hardly any difference in ground-plan between Haddon Hall in Derbyshire and Queens' College, Cambridge, buildings of the fifteenth century. Some of the gateways of the Cambridge colleges are specially fine; and one of the grandest pieces of Perpendicular architecture is the Divinity school at Oxford, with its vast windows and rich vaulted roof. It is a building by itself, having a design and proportion of its own, quite unlike that of either a church or a hall.

Barns too, as has been casually implied, were at this time works of architecture; they were plain but not rude, exactly suiting their purpose. The windows are commonly mere slits, but the gables and doorways are artistically treated, and the roofs are often wonders of carpentry. Very fine ones may be seen at Glastonbury, Wells, Bradford-on-Avon, Frocester in Gloucestershire, and elsewhere.

In the middle of the sixteenth century Gothic architecture began in England, as it had already begun in France, to give way to the Revived Italian. The change of taste began in the accessory arts before it touched architecture proper. Thus, at Westminster — to say nothing of the tomb of Henry the Third and the shrine of Edward the Confessor, Italian work of the thirteenth century — while Henry the Seventh's chapel is of pure Gothic, though of the very latest type, his tomb is Italian. So a new taste in woodwork, *cinque-cento* or whatever we may choose to call it, begins in King's College chapel. The change of style in France may be studied in a very remarkable class of churches of the sixteenth and the first half of the seventeenth century of which Saint Eustace at Paris is the head; the general idea, the proportions and the main lines of the building are still strictly Gothic, but the minuter details are Italian. In England, where at this time more churches were pulled down than built up, the progress of this age of transition mainly has to be traced in houses. The general conception remains Gothic; indeed no outline can be more picturesque than that of an Elizabethan house, with its great windows and endless

gables. But the Gothic detail loses its purity, and gets mixed up with Italian features. The Italian details, however, are used after a Gothic fashion; classical or *quasi*-classical columns come in again; but they are used just as the mediæval builders used their windows and blank arcades, many ranges are placed one over the other. The earliest house of this kind was most likely Longleat, in the reign of Edward the Sixth; but this, the work of an Italian architect, though still *cinque-cento* and by no means fully developed Revived Italian, was too advanced for English taste, and the struggle of styles may be looked on as going on quite to the time of the Civil Wars. Indeed in the first half of the seventeenth century, there is, specially in Oxford, what has been called *After-Gothic*, a distinct return to purer designs. Thus the chapel of Wadham college, built by builders from Somerset, is known to be a work of the seventeenth century, otherwise any one would have assigned it to the fifteenth. The staircase of Christ Church, with its single central pillar and fan-tracery, a most bold and original design, is later still, about 1640. In some cases the tracery of this date forsook the Perpendicular line and fell back upon Flowing forms.

But meanwhile the more strictly Italian taste was coming in. Inigo Jones added a classical portico to Saint Paul's, and Archbishop Laud added a porch with twisted columns to Saint Mary's at Oxford. After the Restoration the Italian taste decidedly prevailed, and any traces of the mediæval styles are now mere survivals. But in some districts and under some circumstances the survivals lasted a long while. Small houses with very good outlines and with mullioned windows were built into the eighteenth century; in Somerset indeed, perhaps in Northamptonshire, the two great districts of domestic architecture in stone, the survival may be said to have met the modern revival; the mullioned window never quite went out of use, though it often put on very poor and meagre forms. But from the time when St. Paul's cathedral was rebuilt in Italian (1675-1710) till the time when the Houses of Parliament were rebuilt in Perpendicular (1840-50), Italian architecture, varied now and then by attempts at reproducing strictly Greek fashions, must be looked on as the received style in England.

From the middle of the sixteenth century onwards, the relations between ecclesiastical and secular architecture become the exact opposite to what they had been in earlier times. Churches were now comparatively seldom built, while secular public buildings of all kinds became of more and more importance. Here is a marked contrast between England and Italy, to some extent between England and either Germany or France. In all those countries there was a greater or less tendency, far more prevalent in Italy than in the other two countries, to build new churches and to rebuild or recast the old ones in the style which

had become fashionable. In England there is far less of this. There is nothing in England answering to the Jesuits' churches on the continent, to great abbeys like Fulda and Einsiedeln wholly rebuilt in Italian, or to churches like Würzburg transformed as far as might be into Italian from Romanesque or Gothic. The French fashion of rebuilding the domestic buildings of a monastery in Italian, but leaving the ancient church, has its parallel in the designs, sometimes not getting beyond designs but sometimes more or less fully carried out, for rebuilding various colleges in Oxford in the prevalent fashion. The rebuilding of London after the fire caused the building of a good many churches there in the new style. But on the whole, there is, compared with other countries, but little in England of ecclesiastical work of this kind. Saint Paul's stands alone as an Italian church of the first class. And it should be noticed that Wren, though he despised Gothic architecture and knew nothing of its details, was quite able, when he chose, to catch a Gothic outline, as he showed at Westminster and at Warwick. For at least a hundred years mediæval architecture was, as the name *Gothic* shows, an object of fashionable and literary contempt, as is nowhere better shown than by several passages of Addison in the Spectator. A few however, antiquaries or poets, ventured always to cherish some admiration for the older fashion, and attention was again drawn to it as part of the revival of the romantic taste late in the last century. We do owe something to Horace Walpole after all. The call for a number of new churches in the first half of the eighteenth century largely helped on the Gothic revival. There was a very general belief that Gothic was the right style for a church, but not for any other building. This would have seemed a strange doctrine to the architects of any earlier period, pagan or Christian, as they all built their religious and their secular buildings in the same style. The earlier attempts at the revived Gothic were naturally very bad in point of detail, and still worse in point of ecclesiastical arrangement; but in point of mere outline we now and then meet with buildings, specially spires in the midland counties, which have really caught more of the spirit of earlier design, than many more recent buildings whose detail is immeasureably better.

Along with the practical revival of mediæval architecture came the revival of its study. But with this we are hardly concerned, except so far as it practically influenced buildings. It is clear that older styles could not be revived till their succession and the nature of their characteristic detail had been made out, otherwise details of the thirteenth and the sixteenth century might be jumbled together. The first at all successful attempt to distinguish the varieties of English Gothic was made by George Millers, a minor canon of Ely, in his History of that cathedral. After him came Rickman, whose useful labours did much to spread knowledge on

the subject. Since the middle of the 19th century few churches have been built in England in any style but some form of Gothic, though there has been endless diversity of taste and opinion as to the form of Gothic to be chosen. The style was slower in making its way into houses and other secular buildings. The building of the New Houses of Parliament in the latest form of English Gothic was in one sense the greatest victory of the revival; in another way it did it great mischief. For faults which belonged to the building itself, and which would have been just as keenly felt if the details had been Italian, were vulgarly attributed to the style chosen. Since then we have had an Italian Foreign Office, but the latest great public buildings have again been Gothic, though of another form.

The history of the Gothic revival can be nowhere better traced than in the University and College buildings at Oxford. The last Italian building (if it can be called Italian) was the Taylor Building in 1842. Before that there had been many attempts at Gothic, the most successful of which in point of detail was the Martyrs' Memorial in 1839. Between 1840 and 1850 it seemed established that the revival was to start from the last days of English Gothic. This was surely a reasonable doctrine; no one can wish architecture to remain imitative; but a revived art must start from some point, and the last period of good work in past times is surely the most natural point to start from. From that it may develope afresh in any direction. But chiefly owing to the writings of Mr. Ruskin, a new fashion set in. Everything was to be Gothic; only it must not be any form of English Gothic. We were to go to Venice and Verona for details which suited Venice and Verona, but which did not suit England; we were not to learn anything from Cowdray, Thornbury, or Wells. Lastly there has come a stranger fashion still; of all the styles in the world the one last picked out for imitation has been the corrupt jumble of Gothic and Italian detail which prevailed in the time of James the First. This style, if style it can be called, marks a very interesting stage in the history of art; but surely, for a style to build in, any pure style of any kind would be better. It is like the macaronic verses, with one line in one language and the next in another. On the other hand, some colleges, like Magdalen and New College, have withstood all these strange fashions, and have steadily built in the latest form of national art.

A modern architect is placed in a position in which no architect of any other age ever was placed. In all earlier times, Greek, Roman, Saracen, Mediæval, Revived Italian, there has been some one prevalent style in which men built as a matter of course. Even in periods of transition the only choice lay between the style that was going out and the style that was coming in, and the result for a season commonly was a mixture of the two. But now there is

no one acknowledged style. We can hardly say that Gothic is now so fully acknowledged as it was a little time ago, and as to the form of Gothic there is still no agreement at all. Each architect practically chooses his own style. That is, he sits down and considers of what past age he shall try and reproduce the architecture. Such a state of things is altogether new; there has been nothing like it at any earlier time. The nineteenth century stands alone in having no one characteristic style. The fact is at least worth notice in an attempt to sketch the succession of the characteristic styles of earlier centuries.

Table of the Architectural Styles in England.

I. Romanesque	Primitive or Pre-Norman Romanesque (pp. xxxviii-xli)	Before 1066
	Norman	1066—1195
II. Gothic or Pointed	Early English or Lancet	1189—1300
	Decorated (Geometrical / Flowing)	1300—1377
	Perpendicular	1377—1547
III. Renaissance or Revived Italian, including *Jacobean* (see p. lx), *Georgian*, *Palladian*, etc.		1547 et seq.

The last thirty years or so of each period may be described as a time of Transition from one style to the following. The *Elizabethan* or *Tudor* style marks the transition from Gothic to Renaissance.

Glossary of Architectural Terms used in the Handbook.

Abacus, the tablet or slab above the capital of a column.

Aisle, the side-building of a church (or hall), attached to the main body, commonly at a lower height.

Apse, the circular or polygonal ending of a church or its main body, commonly of the E. limb, in Germany often at both ends.

Arcade, a series of arches supported by piers or columns, either open or backed by masonry.

Arches may be *Round* (semicircular, etc.) or *Pointed* (Lancet, etc.). A *Stilted Arch* is one in which the curve begins above the impost (q. v.). The *Four-centred* or *Tudor Arch* is a depressed form, in which the curves must be referred to four different centres. A *Containing Arch* is the outer arch of a window, enclosing the smaller arches at the top of the lights (q. v.). *Segmental Arch*, one forming a segment of a circle.

Architrave, the lowest member of the entablature, resting on the abacus (see above) and connecting one column with another.

Ashlar, hewn or squared stone used in building.

Bailey, court-yard of a castle.

Bay, the part of the building between two pillars in the nave of a church, or any similar individual of a series of repetitions.

Bay-window, a projecting window of any shape, built up from the ground, often called *Bow-window*.

Boss, a mass of carving at the intersection of the ribs of a vault, etc.

Broach Spire, a spire springing from a tower without the intervention of a parapet or other architectural feature to mark the transition.

Buttress, an external support to the wall of a building; *Flying Buttress*, one supporting an upper wall with which it is connected by an arch above a lower part of the building (as the aisle of a church).

Campanile, bell tower (Ital.).

Cathedral Church, a church containing the *cathedra* or seat of a bishop. A *Conventual Church* is a church served by monks or regular clergy; a *Collegiate Church* is one served by a body of canons or other secular clergy. A *Minster* is a great church, commonly cathedral, conventual, or collegiate.

Chancel, the same as Choir (q. v.).

Chantry, a small chapel over or near the tomb of the founder, used for the chanting of masses for his soul.

Chapter-house, the place of meeting of a chapter or monastery.

Chevron, zigzag moulding or ornamentation.

Choir, the part of a church set apart for the clergy and other officials, commonly the E. part, but in Germany often at both ends.

Clerestory, the uppermost of the three stages of a great church, standing clear above the aisles.

Cloister, a covered court in a monastery or college, commonly attached to the church.

Column, the support of an arch or entablature, keeping somewhat of classical style and proportion.

Corbel, an ornamented projection or bracket supporting a weight.

Cornice, the highest member of the entablature.

Crocket, a conventional tuft of foliage used in the ornamentation of gables, etc.

Crypt, a vault beneath a building, wholly or partly under ground.

Diaper, a uniform ornamental pattern covering a flat surface.

Dormer-window, a window rising from a sloping roof and covered by a small gable.

Dormitory, the sleeping-place of a monastery.

Entablature, the horizontal mass supported by the columns in Greek architecture, divided into Architrave, Frieze, and Cornice (q. v.).

Flamboyant Style, the late-Gothic style of France, so called from the flame-like form of its tracery, occasionally met with in England.

Frieze, the middle member of the entablature, often enriched with sculpture.

Galilee, a porch or chapel at the entrance to a church; see foot-note at p. 460.

Gargoyle, a projecting carved water-spout, usually in the form of a grotesque animal.

Groin, the curve or edge formed by the intersection of two vaults.

Half-timbered or *Timbered Buildings*, buildings consisting of wooden beams and posts, with the intervening spaces filled up with plaster, clay, or brick-work.

ammer-beam, a large projecting beam used to support the rafters of a roof in place of a tie-beam.

Herring-bone Work, masonry in which the stones are laid aslant instead of flat.

Impost, the point where the arch rises from its piers.

Jamb, the side of a door, window, or archway.

Lady Chapel, a chapel dedicated to the Virgin Mary.

Lich Gate, a covered gateway at the entrance to a churchyard, through which the bodies of the dead are carried (A. S. lic, a corpse).

Lierne-ribs, the smaller intermediate ribs in a vault, not rising from the impost.

Light, a window-opening, compartment of a window.

Moulding, a general term applied to all the varieties of outline or contour given to the angles of the various subordinate parts and features of buildings, whether projections or cavities, such as cornices, capitals, bases, etc. (Parker).

Mullion, an upright bar of stone dividing a window into compartments (lights).

Nave, the main body of a church, occupied by the general congregation.

Ogee, a curved line or moulding partly concave and partly convex (adjec. *Ogival*).

Oriel, a window like a bay-window, but supported by corbels and not resting on the ground.

Panelling, ornamentation of a flat surface by recessed compartments.

Pargeted, adorned with plaster ornamentation.

Pier, the support of an arch, whether taking the form of a column or not.

Presbytery, the part of a church containing the high-altar.

Refectory, the dining-hall of a monastery.

Reredos, the screen at the back of an altar.

Ribs, the raised bars of masonry marking the joints or intersections of a vault.

Rusticated Masonry, masonry marked by deeply grooved joints round each stone, the faces of the stones being generally left rough.

Sedilia, the seats for the officiating clergy on the S. side of the choir, near the altar.

Solar, upper room or loft, withdrawing room.

Spandrel, the space (usually triangular) between the span or curve of an arch and the right angle enclosing it.

Splay, the embrasure, or sloping side of a window-opening.

Tie-beam, a transverse beam holding together the sides of a roof or wall.

Tracery, the ornamental work in the heads of windows, etc., formed by the crossing or interweaving of bars of stone. *Plate Tracery*, the simplest form, consists, as it were, of openings punched or pierced in a stone surface. In *Geometrical Tracery* the forms are those of regular geometrical figures, while in the later *Flowing Tracery* great irregularity of outline prevails.

Transept, the cross-limb of a church (or barn).

Triforium ('thoroughfare'), the second stage or story of a church, between the nave-arcade and the clerestory (q. v.). In its fully developed form a passage runs round it.

Vault, *Vaulting*, the arched ceiling of a building, of stone or brick. The simplest and most ancient form of vault over a rectangular area is the *Cylindrical*, *Barrel*, or *Waggon Vault*, which springs from two parallel walls. *Groined Vaulting* is formed by the intersection of vaults crossing each other at right angles. *Fan Tracery Vaulting*, which seems to be peculiar to English Perp. architecture, is a form in which all the ribs have the same curve and produce an effect somewhat resembling the sticks of a fan.

Ancient Monuments

by the late

General Pitt Rivers, Government Inspector of Ancient Monuments.

The Ancient Monuments Act of 1882 is purely permissive. It enables the owners of pre-historic and other ancient monuments, who desire to do so, to place them under the guardianship of H. M. Commissioners of Works, after which it becomes illegal to destroy them. They continue to be the property of their owners, as before, but subject to their being preserved as National Monuments, and these provisions are binding on future owners. The fact of a monument being under the Act is consequently no criterion of its historic value; it merely represents a voluntary arrangement between the Government and the owner. Some of the most important are not included, whilst those that are under the Act, amounting to some 40 in all, are not in all cases those which would have been selected as the best examples. They afford, however, a very fair sample of the class to which they belong. In the following brief notice of some of the principal Ancient Monuments of Great Britain, the letter (I) is appended to those which are included under the Act.

Stone Circles and Collections of Standing Stones. The majority of these appear to have been sepulchral, but their uses probably varied in different localities. Amongst these, Stonehenge (p. 107) stands pre-eminent. Its date has never been ascertained, nor is it likely that much light will be thrown upon it, until the ground around has been carefully excavated and examined. It has suffered chiefly from the elements, and is liable to further injury from the same cause. Amongst other monuments of the same class, the most important are: The Ring of Brogar, in the Orkneys, 15 M. from Kirkwall (p. 586); Callernish (I), in the Island of Lewis, 16 M. from Stornoway; the Stone Circle on Castle Rigg (I), near Keswick, Cumberland; Long Meg and her Daughters (p. 414); the Rollrich or Rollright Stones (I; p. 201); and the Circle at Stanton Drew (I; p. 108). — *Cromlechs.* These consist of upright stones, surmounted by one or more cap-stones, and they have generally formed chambers for the reception of the dead, covered by long or round mounds, which have been destroyed, leaving the chambers bare. They belonged for the most part to the Stone Age. Amongst them may be mentioned: Kits Coty House (I; p. 23); Plas Newydd, in Anglesey (p. 312); and the Pentre Evan (I) in Pembrokeshire. — *Chambered Tumuli.* Among the best examples are the burial places of the Stone Age folk at Stoney Littleton (I), near Wellow, Somersetshire, 5 M. from Bath; the

Tumulus at Uley (I), 6 M. to the N.W. of Stroud, Gloucestershire; and the Chambered Mound at Maeshowe (p. 586). Long Barrows, of the same period, but without chambers, are to be seen in various parts of Great Britain. — *Round Barrows.* The graves of the Bronze Age people are to be seen spread over the greater part of Great Britain. Some of the best, including the so-called *Bowl Barrows*, *Bell Barrows*, and *Disc Barrows*, are to be seen on Salisbury Plain, near Stonehenge, or on the road from Salisbury to Blandford, near Woodyates, about 12 M. from Salisbury. — *British Camps.* These usually occupy commanding positions, on the tops of hills, and are surrounded by one or more banks and ditches. They were probably used as places of refuge for the inhabitants of the districts surrounding them, when attacked by neighbouring tribes, and many are known to have been subsequently occupied in Roman times. Maiden Castle (p. 90) is one of the most elaborate examples of these structures. The entrance to the main entrenchment is covered by a series of earthworks, resembling the *Demi-Lunes* of a modern fortification. Old Sarum (Sorbiodunum; p. 106) was probably originally a British Camp, though much altered in Saxon and Norman times. From its historical associations it is one of the most interesting monuments of this class in the country. Cadbury Camp (p. 130); Worlesbury, on the hill above Weston-super-Mare (p. 135); Cissbury (p. 53); Barbury Castle, between Swindon and Marlborough; and the Black and White Catherthuns (I), 5 M. from Brechin, Forfarshire, may also be mentioned as some of the most interesting. — *Places of Worship and Assembly.* These differ from the Camps in having their ditches inside of the ramparts, instead of outside, or in having banks without ditches. The most important, on account of its great size, is undoubtedly Avebury (p. 85). This has a circle of large stones within the ditch, and other smaller circles of stones formerly existed in the interior, which are now partly destroyed. Arbor Low (I; p. 406) is another structure of the same character, having a circle of 32 stones in the interior, all of which have fallen; the Circle on Eyam Moor (I; p. 402) is a smaller example of the same class; Arthur's Round Table, near Penrith, has a bank and ditch, but no stone circle; Mayborough, close to it, has a bank constructed of carried stone; the Circles at Thornborough, near Tanfield, Yorkshire, are of the same class; the Circle at Knowlton, 7 M. to the N. of Wimborne, completes the list of these structures. The latter, though of small relief and little known, is interesting from having an early Norman church in the centre, which in all probability replaced some earlier pagan place of worship. — *Dykes and Continuous Entrenchments.* The Wall of Antoninus, between the Firth of Forth and Firth of Clyde, marking, as it does, the most northern boundary of the Roman Empire, is a monument of interest, not only to Scotsmen, but to the whole civilized world. It is now almost entirely destroyed, with the exception of a well-preserved portion near Falkirk. The Roman Wall between Carlisle and Newcastle is comparatively well-preserved. One of the most interesting of the several Camps, along the line, is that at Chesters (Cilurnum), near Hexham. Traces of the great entrenchment called Wansdyke, having its ditch to the N., may be seen in several places, running from the Severn on the W., to Savernake Forest on the E. The best position for seeing this dyke is at Shepherd's Shore, 4 M. to the N. of Devizes. Bokerly Dyke, 11 M. to the W. of Salisbury, on the Roman Road to Badbury Rings, is an entrenchment of high relief, 4 M. in length, with a ditch to the N. E. It is of special interest, on account of its having been proved to have been constructed subsequently to the reign of Honorius, 600 Roman coins having been found in the rampart, dating up to that period. It probably formed part of the defensive arrangements of the Romanized Britons against their Saxon invaders. Offa's Dyke (p. 284), running from the Severn northwards to the mouth of the Dee, and several dykes in Norfolk and Suffolk may also be noted. — *Ancient Flint Mines of the Stone Age.* The people of the Stone Age were in the habit of sinking shafts, 30 or 40 feet deep, in chalk districts, to obtain the kind of flint suitable for the construction of their implements, and when the proper vein of flints was reached, galleries were driven along it in all directions.

The best example of these is to be seen within the Camp at Cissbury (p. 53), near Worthing. Another similar collection of flint mines is at Grimes Graves, near Brandon, Suffolk. — *Vitrified Forts.* Examples of this class of fortification may be seen at the Hill of Noath, 7 M. to the S. of Huntly, Aberdeenshire; at Knockfarrel, near Strathpeffer, Rossshire; at Craig Phadrig, near Inverness (p. 563); at Finhaven, near Aberlemno, Forfarshire; and Bun Mac Uisneachan, in Loch Etive. — *Cup-marked Stones.* At Ilkley Moor, in Yorkshire; at Drumtroddan (I), 2 M. from Port William, Wigtonshire; at Aberfeldy, Fortingall, and elsewhere in Perthshire; at Blackshore, West Kilbride, in Argyleshire, and many other places. — *Pictish Towers.* The most perfect example of this class of structure is at Mousa (I), in Shetland (p. 587); others are at Carloway (I), 15 M. to the W. of Stornoway, in the Island of Lewis; at Glenelg (I), on the W. coast of Invernessshire; at Golspie, Sutherlandshire; and the Dun of Dornadilla, Durness, Sutherlandshire. The most southern monument of this class, somewhat enlarged and modified in form, is Edin's Hall, near Duns, Berwickshire. — *Sculptured Stones.* These are perhaps the most remarkable monuments in Scotland, Wales, and the north of England, belonging to the period of the Celtic Church. Many of them are elaborately carved with the interlaced patterns and symbols that are peculiar to this period, and by examining a large series of them, the peculiar forms of the Celtic Cross may be traced in their development from the Chi-Rho Monogram of the Catacombs at Rome. Of these, the Pillars at Kirkmadrine (I), 5 M. to the S. of Stranraer, Wigtonshire, are inscribed with the monogram, and are reputed to be the oldest monuments of this class in Scotland. Others of early type may be seen in the ruined Priory at Whithorn in the same county. Amongst the most interesting in other parts of Scotland and Wales are the High Cross at Ruthwell (p. 521), remarkable for its runic inscription; Fowlis Wester, 5 M. to the N.E. of Crieff; St. Madoes, near Glencarse Station, 7 M. to the E. of Perth; Rossie Priory, 3 M. to the N. of Inchture Station, in Perthshire; Glamis, 5 M. to the S.E. of Forfar, and Eassie, not far from it; three at Aberlemno, 6 M. to the N.E. of Forfar; a large number from the neighbourhood of Meigle, in Perthshire, collected in the old school-house there; Dyce and Monymusk, in Aberdeenshire; and many others. The largest monument of this class in Scotland is the Suenos Stone, 1 M. to the E. of Forres, which is elaborately carved with figures on both sides. In Wales, monuments of a similar character are in the church at Llantwit Major (p. 210); several crosses in the grounds at Margam, Glamorganshire (p. 211); an inscribed cross, with a Chi-Rho Monogram, at Penmachno, 4½ M. from Bettws-y-Coed (p. 330); and elsewhere. — *Ogham Stones.* Stones with Ogham Inscriptions may be seen at Hackness, 5 M. to the N. W. of Scarborough, in Yorkshire. In Scotland at Logie Elphinstone, in Aberdeenshire; at Newton, in the New House, near Inverurie, Aberdeenshire; in the Museum at Golspie, Sutherlandshire; and in the Museum of the Society of Antiquaries of Scotland, in Edinburgh. In Wales, at Eglwys Cymmyn, 6 M. from Whitland; at Carreg Fyrddyn, near Abergwili, and in the churchyard of Llandawke, Carmarthenshire; at St. Dogmael; Dugoed, near Clydai, and in Clydai Churchyard, 6 M. to the S.W. of Newcastle Emlyn (p. 222); near Margam (p. 211); and elsewhere. — *Round Belfry Towers.* Of these structures, of which such a number are to be seen in Ireland, Scotland possesses two examples: *viz.* at Brechin (p. 569), and Abernethy, in Perthshire. Both are in good preservation. — *Romano-British Villages.* The two most interesting villages of this period are those at Woodcuts and Rotherly. They are instructive, on account of having been thoroughly explored, and the excavations in them, illustrated by means of a series of upwards of 40 models, which are exhibited in the Museum at Farnham (p. 88), not far from their sites.

The above has no pretension to being a complete list of even the most important pre-historic and ancient Monuments of Great Britain. It may however serve to direct the traveller to some of the most accessible specimens of each class.

HAMPSTEAD
HOLLOWAY
HIGHBURY
HOMERTON
HACKNEY
WILLESDEN GREEN
CRICKLEWOOD
KENTISH TOWN
CAMDEN TOWN
ST. JOHN'S WOOD
ISLINGTON
DALSTON
HOXTON
BETHNAL GREEN
KENSAL GREEN
PADDINGTON
MARYLEBONE
EUSTON
KING'S CROSS
ST. PANCRAS
HOLBORN
STEPNEY
POPLAR
BLACKWALL
BAYSWATER
NOTTING HILL
Kensington Gardens
Hyde Park
Green Park
LUDGATE HILL
CANNON ST
WATERLOO
LONDON BR.
TOWER
FENCHURCH ST.
LIVERPOOL ST.
BROAD ST.
SOMERSET HOUSE
Temple Gardens
Holborn Viaduct
Victoria Embankment
Regent's Park
Primrose Hill
Hampstead Heath
Finsbury Park
Hackney Downs
Victoria Park
Regent's Canal
Grand Junction Canal
Paddington Recreation Ground
Queen's Park
Kensal Green Cem.
Brompton Cem.
Old Church
Chelsea Hosp.
Ranelagh Gardens
Battersea Park
Clapham Common
Clapham Common North Side
Wandsworth Common
Tooting Bec Common
Putney Heath
Barnes Common
Richmond Park
Kew Gardens
Isle of Dogs
Millwall Docks
West India Docks
South Dock
Surrey Docks
Rotherhithe
Bermondsey
Deptford
Greenwich
Greenwich Park
Blackheath
Peckham
Camberwell
Walworth
Stockwell
Vauxhall
Lambeth
Battersea
Wandsworth
Putney
Fulham
Hammersmith
Shepherd's Bush
Kensington
Chelsea
Victoria
Pimlico
Westminster
Whitechapel
Shoreditch
Bethnal Green
Mile End
Bow
Stratford
Leyton
Leytonstone
Walthamstow
Tottenham
Finchley
Hendon
Golders Green
Edgware
Harrow
Willesden Junc.
Acton
Ealing
Hounslow
Richmond
Kingston
Wimbledon
East Putney
Streatham
Brixton
Clapham Junc.
Battersea Pk Rd
Queenstown Rd Battersea
Chelsea & Fulham
Kensington (Addison Rd)
Shepherd's Bush
Hammersmith
Earl's Court
Sloane Sq
Victoria
St James's Park
Westminster Abbey
Charing Cross
Waterloo
Blackfriars
Mansion House
Cannon St
Monument
Tower
London Docks
Wapping
Shadwell
Limehouse
Poplar
Blackwall
Canning Town
Millwall Docks
Isle of Dogs
Deptford
Greenwich
Maze Hill
Blackheath
Lewisham
Catford
New Cross
Peckham Rye
Denmark Hill
Camberwell Green
Walworth Rd
Elephant & Castle
New Kent Road
Old Kent Road
Bermondsey
Rotherhithe
Surrey Docks
Millwall
Isle of Dogs
Poplar
Bow
Mile End
Stratford
Leyton
Walthamstow
Tottenham
Finsbury Park
Highbury & Islington
Canonbury
Dalston Junc.
Hackney Downs
Clapton
Stamford Hill
Edmonton
Lea Bridge
Chingford
Leytonstone
Wanstead
Ilford
Romford
Hornchurch
Upminster
Barking
Plaistow
East Ham
West Ham
Bromley
Old Ford
Victoria Park
Hackney
Homerton
Stratford Market
Maryland Point
Forest Gate
Manor Park
Ilford
Wanstead
Leyton
Walthamstow
Tottenham
Edmonton
Enfield
Chingford
Woodford
Buckhurst Hill
Loughton
Epping
Waltham Abbey
Cheshunt
Hertford
Ware
Broxbourne
Hoddesdon
Harlow
Epping Forest
Hainault Forest
Wanstead Park
Leyton Marsh
Hackney Marsh
Victoria Park
Regent's Park
Hyde Park
Kensington Gardens
Green Park
St James's Park
Battersea Park
Clapham Common
Wandsworth Common
Tooting Bec Common
Putney Heath
Barnes Common
Richmond Park
Kew Gardens
Hampton Court Park
Bushey Park
Osterley Park
Syon Park
Chiswick
Hammersmith
Fulham
Putney
Wandsworth
Clapham
Brixton
Streatham
Tooting
Merton
Wimbledon
Kingston
Richmond
Twickenham
Hounslow
Ealing
Acton
Willesden
Harrow
Edgware
Hendon
Finchley
Golders Green
Hampstead
Highgate
Parliament Hill
Finsbury Park

1. London.†

Arrival. *Cabs* (see p. 3) are in waiting at the railway-stations and landing-stages, and *Private Omnibuses*, holding 6-10 persons, may be obtained at the chief stations on previous application to the station-master (fare 1*s.* per mile, with two horses 1*s.* 6*d.*-2*s.*, minimum charge 3-4*s.*). Those who arrive by water have sometimes to land in small boats (6*d.* for each person, 3*d.* for each trunk). The watermen with badges are alone bound by the tariff.

Railway Stations. The following are the terminal stations of the chief lines. 1. *Euston Station*, near Euston Road and Tottenham Court Road, for the trains of the London and North Western Railway to Rugby, Crewe, Chester, N. Wales, Holyhead (for Ireland), Birmingham, Liverpool, Manchester, Carlisle, and Scotland. — 2. *St. Pancras Station*, Euston Road, for the trains of the Midland Railway to Bedford, Derby, Nottingham, Leeds, Manchester, Liverpool, Newcastle, and Scotland. — 3. *King's Cross Station*, Euston Road, adjoining the last, for the trains of the Great Northern Railway to Peterborough, Sheffield, York, Hull, Lincoln, Manchester, Liverpool, Newcastle, and Scotland. — 4. *Marylebone Station*, Marylebone Road, for the trains of the Great Central Railway to Nottingham, Leicester, Sheffield, Lincoln, York, Hull, Scarborough, Manchester, and Liverpool. — 5. *Paddington Station*, for the trains of the Great Western Railway to Windsor, Oxford, Birmingham, Devon, Cornwall, S. Wales, and Fishguard (for Ireland). — 6. *Liverpool Street Station*, for the trains of the Great Eastern Railway to Cambridge, Lincoln, the Eastern Counties, York, and local stations. — 7. *Broad Street Station*, adjoining the last, for local trains of the London and North Western Railway. — 8. *Victoria Station*, Victoria Street, S.W., a double station for the trains of the South Eastern and Chatham Railway, the London, Brighton, and South Coast Railway, and various suburban lines. — 9. *Charing Cross Station*, close to Trafalgar Square, for the trains of the South Eastern and Chatham Railway to Tunbridge Wells, Canterbury, Folkestone, Dover, etc., and of local lines. — 10. *Cannon Street Station*, the City terminus for the same lines as Charing Cross. — 11. *Ludgate Hill*, 12. *Holborn Viaduct*, and 13. *St. Paul's* (near Blackfriars Bridge), City termini of the South Eastern and Chatham Railway, and of local lines. — 14. *Fenchurch Street Station*, near the Bank, for Blackwall, Tilbury, Gravesend, Southend, etc. — 15. *Baker Street Station*, for Harrow, Uxbridge, Rickmansworth, Aylesbury, etc., and suburban stations. — 16. *Waterloo Station*, Waterloo Road, for the trains of the London and South Western Railway to Reading, Windsor, Southampton, and the South-West of England. — 17. *London Bridge Station*, the City terminus for the Brighton and South Coast Railway.

Steamers. Steamers from the Continent of Europe, Scotland, etc., land their passengers at wharves below London Bridge (landing, see above), while the large Oceanic liners enter the docks lower down the river, the passengers, when necessary, being sent on to London by special trains. American visitors to England usually land at Liverpool (p. 346), Southampton (p. 82), or Plymouth (p. 147). Custom-house, see p. xviii. — Steamers ply in summer to Margate, Ramsgate, Deal, Dover, Clacton-on-Sea, Ipswich, Yarmouth, and Boulogne. — The local service of river-steamboats within London was suspended during summer, 1909.

Hotels. The following are large railway-hotels, with rooms at various rates: *Midland Grand, St. Pancras Station; *Hôtel Great Central, Marylebone Station (R. from 4*s.* 6*d.*, D. 5*s.*); Euston, Euston Square; Great Northern, King's Cross; Great Western, Paddington Station; Charing Cross, Charing Cross Station, Strand; *Grosvenor, Victoria

† For a detailed description of London the traveller is referred to *Baedeker's Handbook for London* (15th edit., 1908).

Station; *Holborn Viaduct, Holborn Viaduct Station; Cannon Street, Cannon St. Station; *Great Eastern, Liverpool St. — *In or near Piccadilly:* *Ritz, Piccadilly and Arlington St.; *Claridge's, Brook St., Grosvenor Square; *Carlton, Haymarket and Pall Mall; *Berkeley, 77 Piccadilly; Piccadilly, Piccadilly and Regent St. All these are sumptuously fitted up with charges to correspond: R. 7*s.* 6*d.*-10*s.* 6*d.*, L. 4-6*s.*, D. 7*s.* 6*d.*-10*s.* — The following are to the N. of Piccadilly (R. 4*s.* 6*d.*-6*s.*, D. 5*s.*-7*s.* 6*d.*): Coburg, Carlos Place, Grosvenor Place; Long's, 15 New Bond St.; Buckland's, 43 Brook St.; Sackville, 28 Sackville St.; Burlington, 19 Cork St.; Almond's, 6 Clifford St.; Brown's & St. George's Hotel, Albemarle St. and Dover St.; Carter's, R. from 3*s.*, York & Brunswick, Nos. 14 and 9 Albemarle St.; Fleming's 41 Clarges St. (no public rooms); Hôtel Curzon, Curzon St., Mayfair. The following are to the S. of Piccadilly (R. 5*s.* 6*d.*-6*s.* 6*d.*, D. 5-8*s.*): Dieudonné, 11 Ryder St., St. James's (French); *Princes, Jules, Cavendish, well spoken of, all in Jermyn St. (Nos. 36, 85, 81). — *In or near Charing Cross and the Strand:* *Hôtel Cecil, R. from 6*s.*, *Savoy, R. from 9*s.* 6*d.*, both on the Thames Embankment, overlooking the river; *Waldorf, Aldwych, R. from 4*s.* 6*d.*; *Métropole, *Victoria, *Grand, Northumberland Avenue, R. from 5*s.* or 6*s.*; *Morley's, Trafalgar Square, R. from 4*s.* 6*d.*; Golden Cross, 352 Strand, R. 5*s.*; Strand Palace, Strand, R. & B. 6*s.*, no gratuities; Tavistock (for gentlemen only), in the Piazza, Covent Garden, R. & B. 7*s.* 6*d.*; Covent Garden, corner of Southampton St., R. from 6*s.* The streets leading from the Strand to the Thames contain a number of quiet and comfortable hotels with reasonable charges: Arundel, 8 Arundel St.; Howard, Norfolk St., well spoken of; Loudon, Norfolk, Nos. 24 and 30 Surrey St.; Adelphi, John St. — *In or near Westminster:* Westminster Palace, Victoria St., opposite Westminster Abbey, R. from 3*s.* 6*d.*; *Windsor, Victoria St., R. from 4*s.* 6*d.*; Buckingham Palace, Buckingham Gate, R. from 5*s.* 6*d.*; St. Ermin's, Caxton St., R. from 5*s.*; Wilton, 32 Wilton Road, R. from 3*s.* 6*d.* — *In Kensington and Neighbourhood:* Hyde Park Hotel, Albert Gate; *Hans Crescent Hotel, Hans Crescent, Sloane St., R. from 6*s.*; *Cadogan, 75 Sloane St., R. from 5*s.*; Alexandra, 16 St. George's Place, Hyde Park Corner; South Kensington Hotel, Queen's Gate Terrace, R. from 5*s.*; *Royal Palace, Kensington High St., R. from 4*s.* 6*d.*; De Vere, Prince of Wales, both in De Vere Gardens, R. from 6*s.* 6*d.*; *Bailey's, opposite Gloucester Road Station, R. from 5*s.*; *Norris's, 48-53 Russell Road, quiet, R. from 3*s.* 6*d.* — *Between Oxford St. and Regent's Park:* *Langham, Portland Place, R. from 4*s.* 6*d.*; Marshall Thompson's, 28 Cavendish Square; Ford's, 14 Manchester St., R. from 5*s.*, well spoken of. — *In Bloomsbury and Neighbourhood:* *Hôtel Russell, Russell Square, R. from 4*s.* 6*d.*, D. 5*s.*; Imperial, Russell Square, R. & B. from 5*s.*; *Bedford, 93 Southampton Row, R. from 3*s.*; First Avenue, Inns of Court, two large hotels in High Holborn; Horseshoe, Bedford Head, Tottenham Court Road, Nos. 264, 235, both commercial. — *In the City:* *De Keyser's Royal Hotel, Victoria Embankment, Blackfriars, 12*s.* 6*d.*-25*s.* per day; Manchester, 136-145 Aldersgate St.; Klein's, well spoken of, Bücker's, Nos. 38 and 26 Finsbury Square; Bohn's, 6 Circus, Minories, unpretending; Charterhouse, Charterhouse Square; Anderton's, Peele's, Nos. 162 and 177 Fleet St.; *Salisbury, Salisbury Square, Fleet St. — *To the S. of the Thames:* Bridge House, 4 Borough High St., R. from 4*s.* 6*d.*; York, corner of Waterloo Road and York Road; Waterloo, 2-16 York Road. — **Private Hotels.** Shelvey's, 6 Clarges St., suites from 7*l.* 7*s.* per week, D. 5*s.*; Payne's, 12 Park Place, R. 5*s.*; Earle's, Grosvenor St.; Broadwalk, 9 De Vere Gardens, Kensington; Hôtel Impérial, 121 Queen's Gate, pens. from 45*s.* 6*d.*, per week; Private Hotel, 37 Queen's Gate Gardens; Worcester House, Cromwell Road; Avondale House, 1 Tavistock Place; Woodstock House, 8 Euston Square. — **Temperance Hotels.** *In the West End:* West Central, 75 Southampton Row, R. from 2*s.* 6*d.*, good; Kingsley, 36 Hart St., Bloomsbury Square, Thackeray, Great Russell St., R. from 3*s.*, two comfortable hotels; Ivanhoe, Bloomsbury St., Kenilworth, Great Russell St., new and well-equipped; University, Coburn, both in Endsleigh Gardens; Woburn House, 12 Upper Woburn Place; Bloomsbury, 31 Queen Square; Wild's, 70 Euston Square Mann's, 48 Torrington Square, patron-

ized by vegetarians; MORTON, 2 Woburn Place; SUTTIE's, 24 Bedford Place; BUCKINGHAM, 28 Buckingham St., R. & B. from 5*s*. *In the City:* DEVONSHIRE HOUSE, 12 Bishopsgate Without, R. from 3*s*. 6*d*.; WILD's, 30-40 Ludgate Hill.

Boarding Houses and PRIVATE LODGINGS are generally easily obtainable in London, through application to a respectable house-agent or by advertisement. The dearest and best are in the West End: *e.g.* in the streets leading out of Piccadilly and St. James's St. The neighbourhood of the British Museum is a convenient quarter for boarding and lodging houses at more moderate prices (R. from 15*s*., R. with board from 30*s*. a week).

Restaurants. AT THE WEST END. Restaurants of the **Hôtel Ritz* (see p. 2), **Carlton Hotel* (p. 2), **Piccadilly Hotel* (p. 2), **Claridge's Hotel* (p. 2), **Hôtel Cecil* (p. 2), **Savoy Hotel* (p. 2), **Princes' Restaurant*, Piccadilly, **Berkeley Hotel* (p. 2), **Dieudonné* (p. 2), all high-class establishments with charges to correspond. Most of the large hotels admit non-residents to their tables-d'hôte. Also, **Criterion*, *Monico*, *Trocadero* (D. from 5*s*., wine table-d'hôte from 3*s*. 6*d*.), all close to Piccadilly Circus; **Grand Café Royal*, **Imperial*, **Verrey*, Nos. 68, 60, 229 Regent St.; *Hatchett's*, 67a Piccadilly; *Hôtel Curzon*, 23 Bolton St.; *Pankow's*, 31 Hanover St.; **Jules*, 85 Jermyn St., D. 5*s*. 6*d*., 7*s*. 6*d*.; *Holborn*, a large establishment; *Frascati*, 26 Oxford St. (D. 5*s*.); *Horseshoe*, 264 Tottenham Court Road (D. 2*s*. 6*d*.); **Wharnecliffe*, Hôt. Great Central; *Gaiety*, Aldwych; *Romano*, **Gatti's*, *Colonnade*, **Simpson's*, all in the Strand (Nos. 399, 436, 166, 100); **Kettner's*, 28 Church St., Soho; **Pagani*, 42 Great Portland St.; *Maxim's*, Gerrard St. Among cheaper houses may be mentioned: **Hôtel de Florence*, 57 Rupert St. (D. 3*s*.); **Villa Villa*, 37 Gerrard St. (D. 2*s*. 6*d*.); *Hôtel d'Italie (Molinari)*, 52 Old Compton St. (D. 2*s*. 6*d*.); *Roche*, 16 Old Compton Street (D. 1*s*. 6*d*.); *Popular Café*, 201 Piccadilly; *The Corner House*, at the corner of Coventry St. and Rupert St. — IN THE CITY. **Old Cheshire Cheese*, 16 Wine Office Court, Fleet St.; *Cock*, **Rainbow*, Nos. 22 and 15 Fleet St.; *Palmerston*, 34 Old Broad St.; *Auction Mart*, Tokenhouse Yard, Lothbury; *Read's*, *Queen Anne*, *Sweeting's*, Nos. 94, 27, 158 Cheapside; **Pimm's*, 3 Poultry; *Baker's*, 1 Change Alley; *Ship & Turtle*, 129 Leadenhall St.; *London Tavern*, 53 Fenchurch St.; *Throgmorton*, Throgmorton St. — OYSTERS: **Scott*, 18 Coventry St., Haymarket; *Blue Posts*, 14 Rupert St. (American specialities); **Driver*, 46 Glasshouse St., Regent St.; *Pinnm*, 3 Poultry; **Sweeting*, 158 Cheapside; *Rule's*, 35 Maiden Lane, W. C.

Cafés & Tea Rooms. **Rumpelmayer*, at the corner of St. James's St. and Little St. James's St., fashionable, with charges to correspond; *Grand Café Royal*, *Criterion*, *Verrey*, *Gatti's*, *Monico*, *Frascati*, see above; **Vienna Café*, corner of Oxford St. and Hart St., near the British Museum; *Appenrodt's Vienna Café*, 1 Coventry St.; *Gunter*, 15 Lowndes St.

Underground Railways (electric). The *Metropolitan* and *Metropolitan & District Railways* form a shallow underground belt round the inner part of London, while various branch-lines diverge to the outlying suburbs. — The following are deep Tube Railways. The *Central London Railway* from Shepherd's Bush to the Bank of England; the *Baker St. and Waterloo Railway* from Edgware Road to the Elephant and Castle; the *Great Northern, Piccadilly, and Brompton Railway* from Finsbury Park to Hammersmith, with a branch from Holborn to the *Strand;* the *Charing Cross, Euston, and Hampstead Railway* from Charing Cross to Golder's Green, with a branch from Camden Town to *Highgate;* the *City and South London Railway* from Euston viâ the Bank to Clapham Common; the *Great Northern and City Railway* from Moorgate St. to Finsbury Park; and the *Waterloo and City Railway* from Waterloo to the Bank.

Cabs. The *Taximeter Motor Cabs* ('Taxicabs' or 'Taxis') have seats for two, three, or four persons; fare (1-2 pers.) for the first mile or the first 10 min., 8*d*.; for each addit. 1/4 M. or 2 1/2 min. or less, 2*d*. — *Horse Cabs.* The *Hansoms*, or two-wheeled cabs, have seats for two pers., though often used by three. They are faster and more comfortable than the *Four-Wheelers* (or 'Growlers'), which have four seats inside and are more convenient for luggage. The fare within the 4-mile radius (cab-radius) from Charing Cross is 1*s*. for the first mile and 6*d*. per mile or fraction of a mile thereafter; if discharged beyond the cab-radius, for each mile or part of a mile ending outside the radius 1*s*.; if hired outside the radius, 1*s*. per mile (wherever

Museums, Exhibitions, etc.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Remarks
Bethnal Green Museum	2 till dusk	10-10	10 to 4, 5, or 6	10 to 4, 5, or 6	10-10	10 to 4, 5, or 6	10-10	1
***British Museum*	2-4, 5, 5.30, 6	10-6	10-6	10-6	10-6	10-6	10-6	2
Carlyle's House	—	10 till dusk	10 till dusk	10 till dusk	10 till dusk	10 till dusk	10 till dusk	3
Charterhouse	services	10-4, 5, 6	10-4, 5, 6	10-4, 5, 6	10-4. 5, 6	10-4, 5, 6	10-4, 5, 6	4
Chelsea Hospital	services	10-1 & 2-7	10-1 & 2-7	10-1 & 2-7	10-1 & 2-7	10-1 & 2-7	10-1 & 2-7	
**Crystal Palace*	—	10 till dusk	10 till dusk	10 till dusk	10 till dusk	10 till dusk	10 till dusk	5
**Dulwich Gallery*	—	10 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	
Foundling Hospital	11-1	10-4	—	—	—	—	—	
Geological Museum	2 till dusk	10-10	10-5	10-5	10-5	—	10-10	6
Greenwich Hospital	2 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5. or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	10 to 4, 5, or 6	7
Guildhall Museum & Picture Gall.	3-8	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	
**Hampton Court Palace*	2-4 or 2-6	10 to 4 or 6	10 to 4 or 6	10 to 4 or 6	10 to 4 or 6	—	10 to 4 or 6	
Imperial Institute	—	11 to 4 or 5	11 to 4 or 5	11 to 4 or 5	11 to 4 or 5	11 to 4 or 5	11 to 4 or 5	
**Kensington Palace*	2-4 or 2-6	10 to 4 or 6	10 to 4 or 6	—	10 to 4 or 6	10 to 4 or 6	10 to 4 or 6	8
**Kew Gardens*	1-6	10(12)-6	10(12)-6	10(12)-6	10(12)-6	10(12)-6	10(12)-6	
Monument	—	8-6, 9-4	8-6, 9-4	8-6, 9-4	8-6, 9-4	8-6, 9-4	8-6, 9-4	9
***National Gallery*	2 to 4, 5, or 6	10 4, 4.30, 5, 6	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	11 to 4, 5	11 to 4, 5	10-4, 4.30, 5, 6	10
***National Portrait Gallery*	2.30-5.30	11-4, 5, 6	11-4, 5, 6	10-4. 5. 6	10-4, 5	10-4, 5	10-4, 5. 6	10
**Natural History Museum*	2.30 till dusk	10-4, 4.30, 5, 5.30, 6	10-4, 4.30. 5, 5.30, 6	10-4, 4.30, 5, 5.30, 6	10-4, 4.30, 5, 5.30, 6	10-4, 4.30, 5, 5.30, 6	10-4, 4.30, 5, 5.30, 6	11
**Parliament, Houses of*	—	—	—	—	—	—	10-3.30	12
Royal College of Surgeons	—	11 to 4 or 5	11 to 4 or 5	11 to 4 or 5	11 to 4 or 5	—	—	13
***St. Paul's Cathedral*	services	9-5	9-5	9-5	9-5	9-5	9-5	14
Soane Museum	—	—	11-5	11-5	11-5	11-5	—	15
***South Kensington Museum*	2 till dusk	10-10	10 to 4, 5, or 6	10 to 4, 5, or 6	10-10	10 to 4 or 5	10-10	16
**Tate Gallery*	2 to 4 or 6	10-4, 4.30, 5, 6	11-4, 5	11-4, 5	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	17
**Temple Church*	services	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	10 to 4 or 5	—	
**Tower*	—	10-4, 6	10-4	10-4	10-4	10-4	10-4, 6	18
United Service Museum	—	11-4, 6	11-4. 6	11-4, 6	11-4. 6	11-4, 6	11-4, 6	19
***Wallace Collection*	2-4, 4.30, 5, 6	12-4. 4.30, 5, 6	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	10-4, 4.30, 5, 6	20
***Westminster Abbey*	services	9 till dusk	9 till dusk	9 till dusk	9 till dusk	9 till dusk	9 till dusk	21
**Zoological Gardens*	9 till dusk	9 till dusk	9 till dusk	9 till dusk	9 till dusk	9 till dusk	9 till dusk	22

Remarks: 1. 6*d*. on Wed. — 2. Some galleries close at 4 or 5 p.m. — 3. Admission 1*s*., Sat. 6*d*. — 4. Great Hall closed 12-3. — 5. Adm. 1*s*. — 6. Closed 10th Aug. to 10th Sept. — 7. Museum and Chapel closed on Sun. and Frid. — 8. Closed Good Friday & Christmas Day. — 9. Adm. 3*d*. — 10. 6*d*. on Thurs. & Frid.; Portrait Gall. closed on Sun. in winter. — 11. On Sat. and Mon. in summer, 10 to 7 or 8. — 12. By ticket obtained gratis at the entrance. — 13. By special permission. — 14. Galleries 6*d*., Crypt 6*d*. — 15. From Sept. to Feb. on application. — 16. 6*d*. on Tues., Wed., & Frid. — 17. 6*d*. on Tues.

discharged). Per hour 2*s.* for four-wheelers and 2*s.* 6*d.* for hansoms; each addit. 1/4 hr. 6*d.* or 8*d.* A rough-and-ready means of calculating fares is to allow 1*d.* per minute in a hansom (less for four-wheelers). — Some horse-cabs now carry flags indicating that they accept fares for 1 mile or less at 6*d.*; and others are fitted with taximeters: fare for the first mile or first 12 min. 6*d.*; each addit. 1/2 M. or 6 min. 3*d.* The cab-radius has no application to taximeter-cabs. — The following regulations apply to all classes of cabs. Fares are reckoned by distance unless the cab is expressly hired by time. For each pers. above two 6*d.* additional is charged for the whole hiring. Two children under 10 years of age are reckoned as one adult. For each article of luggage carried outside the charge is 2*d.*; bicycle or perambulator 6*d.*

Omnibuses (fares 1/2-7*d.*), many of them motor-omnibuses, traverse the streets in all directions from about 7.30 a.m. till midnight. 'Buses keep to the *left* in driving along the street and stop when hailed. To prevent mistakes the passenger should mention his destination to the conductor on entering. — **Tramways**, in the outlying districts, fares 1/2-5*d.*

Coaches. During summer well-appointed stage-coaches, generally starting from Northumberland Avenue, ply to various places of interest round London; *e.g.* to *Brighton* (see p. 44), *Hampton Court* (16 M.; return-fare 10*s.* 6*d.*), *Windsor* (30 M.; 12*s.* 6*d.*). Particulars may be obtained on application at Cook's Office in the Hôtel Victoria, Northumberland Avenue.

Theatres. London contains about 30 west end theatres, most of which are in or near the Strand, and as many suburban theatres. The performances usually begin at 7.30, 8, or 8.30; many theatres give also so-called morning-performances, or matinées, beginning about 2.30 or 3 p. m. For details consult the notices 'under the clock' (*i.e.* immediately before the summaries and leaders) in the daily papers. Opera is performed at the *Royal Italian Opera* or *Covent Garden Theatre*. The largest theatre is *Drury Lane Theatre*, for spectacular plays, pantomimes, etc.

Music Halls. *Alhambra*, *Empire*, Leicester Square (both with elaborate ballets); *Palace*, Cambridge Circus; *London Pavilion*, Piccadilly Circus; *Hippodrome*, Cranbourn St.; *Oxford*, 14 Oxford St.; *Tivoli*, 65 Strand; *Coliseum*, St. Martin's Lane, and many others. — **Concerts** of high-class music are given at *Queen's Hall*; *St. James's Hall*; the *Royal Albert Hall*; *Bechstein Hall*, Wigmore St.; *Æolian Hall*, 135 Bond St.; *Steinway Hall*, 15 Lower Seymour St.; the *Crystal Palace*, etc.

Places of Entertainment. *St. George's Hall* (Maskelyne and Devant), Langham Place; *Hengler's Cirque*, Argyle St., Oxford Circus; *Olympia*, near the Addison Road Station, Kensington; *Earl's Court Exhibition Grounds*; *Shepherd's Bush Exhibition Grounds*; *Agricultural Hall*, Islington; *Mme. Tussaud's Waxworks*, Marylebone Road; *Crystal Palace*, Sydenham.

Exhibitions of Pictures. *Royal Academy of Fine Arts*, Burlington House, Piccadilly (exhibition of works of modern British artists in summer; adm. 1*s.*); *New Gallery*, 121 Regent St. (1*s.*); *Royal Society of Painters in Water-Colours*, 5a Pall Mall East (1*s.*); *Royal Institute of Painters in Water-Colours*, 191 Piccadilly (1*s.*); *Society of British Artists*, 6 1/2 Suffolk St., Pall Mall (1*s.*); *Doré Gallery*, 35 New Bond St. (1*s.*); and numerous smaller galleries in Bond St. and Haymarket, etc.

American Minister, *Hon. Whitelaw Reid*, 123 Victoria St., S.W. (11-3); **Consul-General**, *John L. Griffiths*, 12 St. Helen's Place, Bishopsgate, E. C.

American Express Company, 84 Queen St., E.C., and 5 Haymarket S.W. — The *International Society of Lady Couriers*, 4 Charing Cross, provides lady-guides and gives information of all kinds to travellers.

London, the metropolis of the British Empire and the largest city in the world, lies in the S.E. of England, on both banks of the river *Thames*, and embraces parts of the four counties of Middlesex, Essex, Kent, and Surrey. According to the census of 1901 the aggregate population of the metropolitan parliamentary boroughs (conterminous with the County of the City of London) was 4,536,541.

The city has doubled in size within the last half-century, being now about 14 M. long from E. to W., and 10 M. wide from N. to S., and covering about 130 sq. M. of ground. The area included in the Metropolitan Police District, extending for a radius of 12-15 M. from Charing Cross, amounts to 700 sq. M. and contains 6,581,372 inhab. (including the 'City' proper).

The principal and larger part of London lies on the N. bank of the Thames, and includes the *City*, or commercial and money-making quarter on the E., and the fashionable *West End*, with the palaces of the King and the nobility and most of the sights frequented by visitors. The manufacturing quarters on the right bank of the Thames, and also the outlying districts to the N. and E. are comparatively uninteresting to strangers.

Charing Cross, which is the official centre of London, from which the cab-radius, etc., are measured, and also practically the centre of the London of the sight-seer, is the open space to the S. of Trafalgar Square, between the Strand and Whitehall. ***Trafalgar Square,** one of the finest open spaces in London, contains the *Nelson Column* and statues of *Sir Henry Havelock*, *Sir Chas. Napier*, *George IV.*, and *Gen. Gordon.* To the N.E. is the church of *St. Martin in the Fields*, by Gibbs.

On the N. side of Trafalgar Square stands the ****National Gallery,** erected in 1832-8 and several times enlarged (adm., see p. 4; catalogues 1*s.* and 6*d.*). From the large number of artists represented, the collections it contains are of the highest value to the student of art, and there is no lack of masterpieces of the first rank. The *Italian* and *Netherlandish Schools* are admirably represented, the *French*, *Spanish*, and *German* less fully. The *Older British Masters* are well illustrated, and the large collection of *Turner's* landscapes is unrivalled, but the English water-colourists are almost unrepresented. About 1100 pictures in all are exhibited.

The ****National Portrait Gallery,** adjoining the National Gallery on the N.E., contains a collection of over 1200 portraits of men and women eminent in British history, literature, science, and art. In the earlier rooms are specimens of *Van Dyck*, *Zuccaro*, *More*, *Mierevelt*, *Reynolds*, *Kneller*, *Gainsborough*, *Romney*, *Dobson*, and others; in the modern rooms is a fine series of portraits by *G. F. Watts.*

From Trafalgar Square Pall Mall, with the principal *Clubs*, *Marlborough House*, and *St. James's Palace*, leads to the S.W. towards the *Green Park.* A little to the S. of Pall Mall lies *St. James's Park*, at the W. end of which is *Buckingham Palace*, the residence of the king (no adm.). In front of the palace is the *Queen Victoria Memorial.*

Whitehall, leading to the S. from Trafalgar Square, passes the *Admiralty*, the *Horse Guards* (headquarters of the military authorities), the *Treasury*, and various other *Government Offices* (all to the right). On the other side are the *War Office* and the fine

Palladian ***Banqueting Hall**, the only relic of the palace of Whitehall. The latter now contains the *United Service Museum* (adm., see p. 4). Whitehall is continued by *Parliament Street*, leading to Parliament Square, which is embellished with statues of *Peel*, *Palmerston*, *Derby*, *Beaconsfield*, and *Canning*. To the left rise the ***Houses of Parliament**, a huge building in the richest late-Gothic (Tudor) style, by *Sir Charles Barry*. The exterior is adorned with innumerable statues, and the interior is fitted up with great taste and splendour (adm., see p. 4; adm. to sittings of the House of Lords or House of Commons through a member; the former open to the public when sitting as a Court of Appeal). The *Victoria Tower*, the largest of the three which adorn the building, is 340 ft. high. — ***Westminster Hall**, adjoining the Houses of Parliament on the W. and forming a kind of public entrance-hall, is part of the ancient palace of Westminster and dates mainly from the 14th century. The fine oaken ceiling is a masterpiece of timber architecture. To the W. of Westminster Hall is a *Statue of Oliver Cromwell*.

To the S. of Parliament Square, opposite the Houses of Parliament, stands ****Westminster Abbey**, said to have been founded in the 7th cent., rebuilt by Edward the Confessor (1049-65), and dating in its present form mainly from the latter half of the 13th cent., with numerous important additions and alterations. The chapel of Henry VII. dates from the beginning of the 16th cent., and the towers from 1722-40. With its royal burial-vaults and long series of monuments to celebrated men, Westminster Abbey may claim to be the British Walhalla or Temple of Fame. Admission, see p. 4.

The most interesting monuments are, perhaps, those in the *Poets' Corner* (S. transept). Of the chapels at the E. end of the church (adm., see p. 4) the most noteworthy are those of *Edward the Confessor* and the beautiful Perp. ***Chapel of Henry VII.*; but all contain interesting tombs. The *Cloisters*, *Chapter House*, and *Chapel of the Pyx* should be visited also.

To the N. of the abbey stands *St. Margaret's Church*, with some interesting monuments and stained-glass windows. On the S. it is adjoined by *Westminster School*, one of the oldest and most important schools in the country. — Nearly opposite the large *Wesleyan Church House* is being erected.

From *Westminster Bridge*, which crosses the Thames here, the *Victoria Embankment runs to the N., along the left bank of the river, to Blackfriars, while the Albert Embankment extends to the S., on the opposite bank, to Vauxhall Bridge. The former is embellished with *Cleopatra's Needle* (an obelisk brought from Egypt), several *Statues*, and pleasantly laid-out gardens. Among the chief buildings adjoining the Victoria Embankment are *New Scotland Yard* (headquarters of the police), *Montague House* (Duke of Buccleuch), the *National Liberal Club*, the *Hôtel Cecil* (p. 2), the *Savoy Hotel* (p. 2), the *Medical Examination Hall*, *Somerset House* (p. 11), the *London Education Committee Office*, the *Temple* (p. 11), *Sion College*, the *City of London School*, and *De Keyser's Royal Hotel* (p. 2).

Near the N. end of Vauxhall Bridge (see above), is the large ***Gallery of British Art**, usually known as the **Tate Gallery** (adm., see p. 4) from *Sir Henry Tate* who presented it to the nation in 1897. Its contents afford a fairly adequate survey of modern British art (*Tate Collection; Chantrey Bequest; Vernon Collection; Watts Collection; Turner Collection*, etc.).

Vauxhall Bridge Road leads to the N.W. from the bridge to *Victoria Station*, a few min. to the E. of which rises the lofty campanile of the Roman Catholic **Westminster Cathedral** (1895-1903). The fine proportions and elaborate internal decoration of this Byzantine pile amply repay a visit.

We may now return to Trafalgar Square and proceed to the N.W. to PICCADILLY, a handsome street extending to the W. from the Haymarket. To the right is **Burlington House**, the headquarters of the *Royal Academy*, *Royal Society*, and several other learned bodies. To the left is the *Museum of Practical Geology* (adm., see p. 4; entr. from Jermyn St.). The W. half of Piccadilly, skirting the *Green Park*, contains many aristocratic residences and clubs.

Piccadilly ends at *Hyde Park Corner*, the S.E. entrance of ***Hyde Park**, the most fashionable of the London parks, covering an area of nearly 400 acres. The favourite drive extends along its S. side from Hyde Park Corner to Kensington Gate and is thronged with carriages from 5 to 7 p.m. in the season. Parallel to the drive is *Rotten Row*, the chief resort of equestrians. The large piece of artificial water is named the *Serpentine*. To the W. Hyde Park is adjoined by *Kensington Gardens*, containing **Kensington Palace** (adm., see p. 4), the State Rooms of which contain interesting paintings, furniture, panelling, cornices, and reminiscences of Queen Victoria (d. 1901).

The line of Piccadilly is prolonged towards the W. by *Knightsbridge* (with large cavalry barracks) and *Kensington Gore*, skirting the S. side of Hyde Park. To the right, within the park, rises the **Albert Memorial**, a magnificent Gothic monument to the late Prince Consort. Opposite is the **Albert Hall**, a huge circular structure in brick and terracotta, used for concerts and oratorios and accommodating 8000 people. Behind the Albert Hall is the *Imperial Institute*, with collections illustrating the natural and industrial resources of the British Empire (adm., see p. 4). A large part of the building is now occupied by *London University*. The *Exhibition Galleries* adjoining and to the S. of the Imperial Institute contain the **India Museum* (E. gallery), and the *Science Collections* connected with South Kensington Museum (see below). Facing the Institute is the new *Royal College of Science*.

****South Kensington Museum**, now officially styled the **Victoria and Albert Museum** (adm., see p. 4), situated at the corner of Exhibition Road (leading S. from Kensington Gore) and Cromwell Road, includes a museum of ornamental or applied art, a national gallery of British art, an art-library, and a royal college of art. Extensive additions, completing the building, were opened in 1909.

The WOODWORK is exhibited in the rooms on the lower groundfloor and groundfloor to the left of the main entrance and in the Central and East Courts; the SCULPTURE in the East and West Halls and the Square Court, and on the lower groundfloor and groundfloor to the right of the main entrance; the METAL WORK in the South Court and the rooms round the open quadrangle; the TEXTILES round the East, West, and Central Courts, and in the W. rooms and cross galleries on the first floor; the

Ceramics, Enamels, and Glass in the E. front rooms on the first floor and on the second floor. In the back rooms on the first floor are the *Ivories*, the ***Jones Collection of French Furniture*, the Engravings, etc., and the Pictures (including a **Collection of British Water Colours*, the *Sheepshanks* and *Ionides Collections*, and the famous ***Cartoons of Raphael*).

To the W. of this museum is the ***Natural History Museum**, a handsome and most convenient structure, containing the extensive natural history collections of the British Museum.

On the N. Hyde Park is bounded by the *Uxbridge Road*, the prolongation of which to the E. forms perhaps the most important line of thoroughfare in London. Oxford Street, the first of this magnificent series of streets, begins at the *Marble Arch*, or N.E. entrance of Hyde Park, and is about 1½ M. in length. The squares near its W. half contain many of the most aristocratic houses in London, while its E. half contains a number of important shops. Among the chief streets diverging from it are *Edgware Road*, *Bond Street* (with fashionable shops and picture-galleries), *Regent Street* (see below), *Tottenham Court Road*, and *Charing Cross Road* (leading to Charing Cross). In *Manchester Square*, to the N. of Oxford St., is *Hertford House*, containing the ****Wallace Collection**, a magnificent collection of paintings, armour, furniture, porcelain, and other art-treasures, valued at over 4,000,000*l*. Perhaps its most striking feature is the French paintings of the 18-19th cent., but the French furniture, the *Armour, and the pictures of other schools are important also. *Oxford Circus*, where Oxford St. intersects Regent St., is one of the chief centres of the omnibus traffic.

Regent Street, one of the finest streets in London, containing many of the best shops, extends from Waterloo Place, Pall Mall, to *Portland Place*, which ends at the Regent's Park. ***Regent's Park**, 470 acres in extent, is well worthy of a visit and contains the gardens of the **Zoological Society* (adm., see p. 4) and the *Botanical Society* (adm. Mon. & Sat. 1*s.*; foreigners also on application). Both park and street take their name from the Prince Regent, afterwards George IV. On the S. the park is bounded by Marylebone Road, with *Tussaud's Waxworks* (adm. 1*s.*; 'Chamber of Horrors' 6*d.* extra; close to Baker St. station, p. 1). To the N. of Regent's Park rises *Primrose Hill*, beyond which lies *Hampstead*.

From New Oxford St., beyond Tottenham Court Road (see above), two short streets lead to the left (N.) to the ****British Museum** (adm., see p. 4), a huge building with an Ionic portico, containing a series of extensive and highly valuable collections.

Ground Floor. To the right of the entrance is the section for **Printed Books and Manuscripts**, containing numerous incunabula, autographs, and other objects of the greatest interest and value. — The galleries to the left contain the **Greek and Roman Sculptures**, including the famous ***Elgin Marbles*. — Other galleries on this side (W.) contain the almost equally important **Egyptian and Assyrian Collections**. — The door immediately opposite the main entrance leads to the huge circular ***Reading Room**, which is shown to visitors, on application to the official at the entrance. The famous *British Museum Library*, of which this forms a part, contains about 2,000,000 volumes.

Upper Floor. The E. wing contains the **Ethnological Department**, the **Prehistoric** and **Mediæval Antiquities**, the **Ceramic Gallery**, and the **Collection of Prints**. — In the W. wing are the **Vases, Bronzes, Terracotta**

Works, and Gold Ornaments. — The N. galleries are devoted to the smaller Etruscan, Egyptian, Assyrian, and Phœnician Antiquities, including an extensive collection of mummies; and to the Religious Collections.

Oxford Street is continued by *Holborn*, **Holborn Viaduct* (a clever piece of engineering), *Newgate St.*, and *Cheapside*. To the right diverges *Kingsway*, a broad new thoroughfare (1905) leading to the Strand. Farther on *Charterhouse Street* leads to the left to the **Smithfield Markets** and to the **Charterhouse**, an interesting old building used as an asylum for old men (adm., see p. 4). Adjoining Smithfield are *St. Bartholomew's Hospital* and the **Church of St. Bartholomew**, with a fine Norman interior (restored).

In Newgate Street, to the right, rises the imposing new building of the **Central Criminal Court**, on the site of old Newgate Prison. Farther on, to the left, are the large buildings of the **General Post Office**, the W. section containing the telegraph-department.

A few yards to the S. of Newgate Street rises **St. Paul's Cathedral** (adm., see p. 4), an imposing classical building with a beautifully proportioned dome, erected by *Sir Christopher Wren* in 1675-1710 on the site of the older building destroyed by the Great Fire (1666).

The Interior, though somewhat bare and dark, is imposing from the beauty and vastness of its proportions. It is second to Westminster Abbey alone as the burial-place of eminent men, particularly naval and military officers and artists. The monuments are seldom of artistic value, but a prominent exception is the monument of the **Duke of Wellington*, by Stevens. The Duke and *Lord Nelson* are buried in the *Crypt* (6*d.*). The visitor may ascend to the *Whispering Gallery*, with its curious acoustic properties, and to the *Stone Gallery* (6*d.*), which affords an excellent view of the city; and thence to the *Golden Gallery* (1*s.*) and the *Ball* (1*s.*).

Cheapside, with the church of *St. Mary-le-Bow* ('Bow Bells'), is prolonged by the *Poultry*, leading to the Bank, the space in front of which is in business-hours the scene of a traffic probably unrivalled elsewhere. (The subways, however, make it easy for foot-passengers to cross the street.) The **Bank of England**, an irregular and low edifice by Sir John Soane, is open daily, as far as its business-offices are concerned, from 9 to 4. — The **Royal Exchange**, to the S. of the Bank, dating from 1842-4 (chief business-hour 3.30-4.30 p.m. on Tues. & Frid.), is embellished within with modern historical paintings. — Opposite the Bank, at the end of the Poultry, rises the **Mansion House**, or official residence of the Lord Mayor, erected in 1739-52 (shown on presentation of the visitor's card). — In Walbrook, behind the Mansion House, is the church of *St. Stephen*, with one of Wren's best interiors. — The **Guildhall**, or council-hall of the City, to the N. of Cheapside, was originally built in the 15th cent., but was restored after the Great Fire and provided with a new façade in 1789. Visitors are admitted to the *Great Hall*, with its fine timber roof, and the *Museum* and *Art Gallery* also deserve a visit. The *Free Library* is open to all.

Bethnal Green Museum (adm., see p. 4), about 1½ M. to the N.E. of the Bank, may be reached by a Bow Bridge motor-omnibus from the Bank, by a tramway-car from the Aldgate station of the Metropolitan Railway, or by train from Liverpool St. Station to *Cambridge Heath*.

We may now proceed to the S., through King William Street, to London Bridge, passing the *Monument*, a lofty column (202 ft.) erected in commemoration of the Great Fire (1666; adm. 3*d.*). **London Bridge**, erected in 1825-31, is the most important of the bridges over the Thames and is the scene of an immense traffic. At its S. end rises ***St. Saviour's Church** (13-16th cent.), now the cathedral of the Bishop of Southwark.

From the N. end of London Bridge LOWER THAMES STREET runs along the left bank of the Thames, passing the *Coal Exchange*, *Billingsgate Fish Market*, and the *Custom House*. The street ends at Tower Hill, opposite the ***Tower**, the ancient fortress and state-prison of London (adm., see p. 4).

It is possible that a Roman fort stood here, but the Tower of London properly originated with William the Conqueror, who in 1078 erected the WHITE TOWER, forming the centre of the mass of buildings. It contains a Norman **Chapel*, extensive collections of arms and armour, etc., and, like many of the other small towers, is full of historical interest. The *Crown Jewels* are kept in the *Record* or *Wakefield Tower*.

On the E. side of Tower Hill stands the *Royal Mint* (adm. by order procured by previous written application to the Deputy-Master of the Mint), and on the N. is *Trinity House*, concerned with the regulation of lighthouses and other matters pertaining to navigation. — Just below the Tower is the huge **Tower Bridge**, opened in 1894. The *Thames Tunnel*, about 1 M. farther down, is now used for railway traffic only. The *Blackwall Tunnel* (opened in 1897) is 6 M. below London Bridge. The **Docks**, which extend for several miles down the river from the Tower, are described in the *Handbook for London*.

From St. Paul's we may return to Charing Cross by Fleet Street and the Strand. FLEET STREET, deriving its name from the old Fleet Brook, is one of the busiest thoroughfares in London and contains many newspaper and printing offices. To the S. of it lies the **Temple**, originally a lodge of the Knights Templar, but now belonging to the legal corporations (barristers) of the *Inner* and the *Middle Temple*. The *Temple Gardens* are frequently open.

The **Temple Church**, in the Inner Temple, consists of a *Round Church* in the Norman style, completed in 1185, and an E.E. choir (1240). — The fine Gothic **Hall* of the Middle Temple should be visited.

The STRAND, which begins here, was formerly entered from Fleet St. by *Temple Bar*, removed in 1878. It contains numerous theatres and newspaper-offices. On the N. side of the Strand, at the corner of *Chancery Lane*, are the **Royal Courts of Justice**, a huge Gothic pile by *Street*. At the back of the Law Courts lies *Lincoln's Inn*, a corporation similar to the Temple, with a valuable old library. [*Gray's Inn*, another Inn of Court, lies to the N. of Holborn (p. 10).] Adjoining the Law Courts is the church of *St. Clement Danes*, in front of which is a *Statue of Gladstone*, and a little farther on is *St. Mary-le-Strand*. **Somerset House**, to the left, a large quadrangular building on the site of an old palace of the Protector Somerset, is

devoted to various public offices. The E. wing is occupied by *King's College*. Savoy Street, a little farther on, leads to the left to the *Savoy Chapel*, a Perp. building of 1505-11, on the site of the ancient Savoy Palace. — Covent Garden Market lies to the N.

Among the chief points of interest on the S. or Surrey side of the Thames are ***Lambeth Palace**, for 600 years the residence of the Archbishops of Canterbury (the chapel dating from 1245, the 'Lollard's Tower' from 1434, etc.), with a fine library (adm. by special permission); *St. Thomas's Hospital; South London Fine Art Gallery; Bethlehem Hospital*, a large lunatic asylum ('Bedlam'); *St. George's Roman Catholic Cathedral; Battersea Park; Barclay, Perkins, & Co.'s Brewery; Spurgeon's Tabernacle;* and *Guy's Hospital.*

The numerous other places of interest in and near London, such as *Chelsea Hospital, Greenwich Hospital*, the *Crystal Palace, Hampton Court, Dulwich, Woolwich, Richmond, Kew*, and *Epping Forest*, are described in *Baedeker's Handbook for London.*

2. From London to Dover.

a. Viâ Tonbridge and Folkestone.

76 M. Railway in 1¾-3¼ hrs. from *Charing Cross, Cannon Street*, and *London Bridge* (fares 13*s.*, 8*s.* 2*d.*, 6*s.* 5½*d.*, return 22*s.* 9*d.*, 16*s.* 4*d.*, 12*s.* 11*d.*; mail train 19*s.*, 12*s.* 8*d.*; return 37*s.* 3*d.*, 25*s.* 4*d.*). — Passengers starting from Charing Cross should remember in choosing their seats, that after backing into Cannon Street the locomotive will be at the other end of the train.

Crossing the Thames and leaving London Bridge Station, the train traverses the busy manufacturing districts of *Bermondsey* and *Rotherhithe*, and passes (¾ M.) *Spa Road*, (5 M.) *New Cross*, (5½ M.) *St. John's*, and (8¾ M.) *Grove Park.* Tunnel more than ½ M. long.

11 M. **Chislehurst** (*Bull's Head*, R. or D. 3*s.*), beautifully situated on a height in a well-wooded district. *Camden Place* (now a golf-club-house) was formerly the residence of Camden the antiquary (d. 1623), and the retreat of Napoleon III. (who died here in 1873) and the Empress Eugénie after the Franco-German War. — 14 M. *Orpington* (White Hart, R. 2*s.*, D. 3*s.*), reached also by a line from Victoria. — *Downe*, 3 M. to the S.W. of (15½ M.) *Chelsfield*, was for 40 years the home of Charles Darwin (1809-82). Tunnel. — Beyond (16½ M.) *Knockholt*, 2½ M. to the S.W. of which are the *Knockholt Beeches* (790 ft.; *View), we traverse another tunnel, 1¾ M. long, and, passing through rich park-like scenery, reach (20 M.) *Dunton Green*, the junction of a short branch to *Westerham* (King's Arms; Crown), ascending the valley of the *Darent.* Westerham was the birthplace of General Wolfe (1727-59).

21 M. **Sevenoaks** (**Royal Crown*, with garden, R. from 4*s.*, D. 5*s.*; *Royal Oak*, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*), with 8103 inhab., is an old-fashioned little town with a Perp. church, containing several interesting monuments, and a grammar-school, founded in 1432, at which George Grote (1794-1871) was educated.

LONDON
SURREY
KENT
ESSEX
HERTFORD
MIDDLESEX
BUCKINGHAM
BERKSHIRE
CROYDON
Epsom
Kingston upon Thames
Richmond
Wandsworth
Brentford
Hammersmith
Kensington
Hounslow
Uxbridge
Harrow
Watford
Hampstead
Barking
Romford
Brentwood
Epping
Epping Forest
Enfield Chase
Darfford
Bexley
Greenwich
Woolwich
Plumstead
Erith
Bromley
Beaconsfield
Chesham
Amersham
Slough
Windsor
Staines
Egham
Chobham
Guildford
Dorking
Reigate
Redhill
Epsom
Sutton
Croydon
Kingston upon Thames
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Hammersmith
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Erith
Bromley
Beaconsfield
Chesham
Amersham
Slough
Windsor
Staines
Egham
Chobham
Guildford
Dorking
Reigate
Redhill

Sevenoaks may be reached from London also viâ *Swanley* (comp. p. 19). The station on this line is known as *Tubs Hill*, that of the other as the *Bat & Ball*.

About 1½ M. to the S.E. lies *Knole, the seat of Lord Sackville, one of the noblest baronial mansions in England, almost unchanged both inside and outside since the times of James I. and Charles I. Visitors are admitted on Frid., 10-5, and on Thurs. & Sat., 2-5, by tickets obtained at the porter's lodge (1 pers. 2*s.*, 4 pers. 6*s.*, 7 pers. 10*s.*) We follow the road diverging opposite the church and soon reach the park-gate. The sumptuous series of rooms shown to visitors contain fine portraits by *Lely*, *Van Dyck*, *Mytens*, *Reynolds*, and others; portraits ascribed to *Holbein*; and copies, by Mytens, of six of *Raphael's Cartoons*. The magnificent park, with fine beeches, is open to visitors. — Chevening, the beautiful seat of Earl Stanhope, with a fine park open to the public, lies 3½ M. to the N.W. of Sevenoaks, and *Ightham Mote* (p. 19) 3½ M. to the E.

Beyond Sevenoaks the train penetrates a range of low hills by a tunnel, 2½ M. long. — 27 M. *Hildenborough*.

29½ M. **Tonbridge** or *Tunbridge (Rose & Crown; Rail. R/mt. Rooms)*, a market-town with 12,736 inhab., has a grammar-school dating from 1553, now in a large modern building. The scanty remains of the old *Castle*, originally erected by Richard de Tonebridge, uncle of William the Conqueror, are open daily (adm. 3*d.*).

Tonbridge is the junction of the S.E. line from London viâ Redhill and of the main line to *Tunbridge Wells* and *Hastings* (R. 4).

From Tonbridge to Redhill Junction, 21 M., railway in 40 min. (fares 3*s.* 4*d.*, 2*s.* 1*d.*, 1*s.* 7½*d.*). — 5 M. *Penshurst* (Leicester Arms, in the village, 2 M. from the station). *Penshurst Place, the lovely seat of Lord de Lisle and Dudley, dating in part from the 14th cent., contains a picture-gallery, to which visitors are admitted on Mon., Tues., Thurs., and Frid., 2-5.30 in summer (March-Oct. incl.), 2-4 in winter (tickets, 1*s.* each, at the Leicester Arms and the Post Office). The hall, 64 ft. in length, has the hearth in the centre. Its chief historical interest lies in its possession by the Sidneys, portraits of many of whom hang on the walls, including two of Sir Philip Sidney (who was born here) and four of Algernon Sidney. An avenue in the park is known as 'Sacharissa Walk', from Dorothy Sidney, the 'Sacharissa' of Waller. The walk from Penshurst to Edenbridge, through the quaint and pretty village of *Chiddingstone*, and thence viâ (4½ M.) *Hever* (rail. stat., p. 45) is very picturesque. Hever Castle is an old embattled mansion-house (14th cent.; adm. by special permission only), where Henry VIII. often visited Anne Boleyn, and afterwards occupied by Anne of Cleves, who is said to have died here. In the grounds is the reconstruction of a 'Tudor village'. The church of Hever contains several monuments of the Boleyn family. — 10 M. *Edenbridge* (Crown, R. or D. 2*s.* 6*d.*; Albion); 15 M. *Godstone*; 18½ M. *Nutfield*. — 21 M. *Redhill Junction*, and thence to London (21 M.), see R. 6.

The next station beyond Tunbridge is (34½ M.) *Paddock Wood*, whence a branch-line diverges on the left to (10 M.) Maidstone (p. 23), traversing the best hop-district in the kingdom.

From Paddock Wood to Hawkhurst, 12 M., branch-railway in ½ hr. (fares 2*s.*, 1*s.* 3*d.*, 11½*d.*). — 4½ M. *Horsmonden*. About 4 M. to the S.W. is Lamberhurst (*Chequers*), described by Cobbett, in his 'Rural Rides', as 'one of the most beautiful villages that man ever set his eyes upon'. Though situated partly in Kent, Lamberhurst was the capital of the Sussex iron industry, which lingered as long as the forest furnished charcoal enough for smelting; almost the only trace of it now preserved is in such names as *Forge* and *Furnace Wood*. About 1 M. to the S.E. is the ruined *Scotney Castle*; and 2 M. to the W. lies *Bayham Abbey* (Marquis Camden), comprising a mansion in the Elizabethan style and the picturesque remains of the

Premonstratensian Abbey of the 13th cent. (shown on Mon. and Wed. in summer; adm. 6*d*.). — 6½ M. *Goudhurst*. — 10 M. *Cranbrook* (George, R. 2*s*. 9*d*., D. 3*s*. 3*d*.; Bull), a small town with a Perp. church and an old grammar-school. — 12 M. *Hawkhurst* (Queen's Hotel).

45 M. *Headcorn*, junction of a light railway to Robertsbridge (p. 37). — 56 M. **Ashford** (*Saracen's Head; Royal Oak*, R. or D. 2*s*.; *Rail. Rfmt. Rooms*), with 12,808 inhab., is an important junction, with the large workshops of the S.E. Railway (1200 hands). The parish-church has a good Perp. tower.

From Ashford to Canterbury, 12 M., railway in ½ hr. (fares 2*s*. 6*d*., 1*s*. 7*d*., 1*s*. 2½*d*.). — This line descends the valley of the *Stour*, parts of which are very picturesque. — 2 M. *Wye*, with the *South-Eastern Agricultural College*; 7 M. *Chilham*, with a ruined Norman castle. — 9 M. *Charlham*, with an interesting E. E. and Dec. church, containing some fine brasses and old stained glass. The pretty tracery in the windows of the chancel is of the pattern known *par excellence* as 'Kentish'. — 12 M. *Canterbury (West Station)*, see p. 28.

From Ashford to *Rye* and *Hastings*, see p. 41; to *Maidstone* and *Swanley*, see p. 19.

60 M. *Smeeth*. — To the right, close to the station of (64½ M.) *Westenhanger*, are the remains of an old royal manor-house, said to have been the bower of Fair Rosamond, mistress of Henry II. It now belongs to Folkestone Racecourse Co. About 2 M. to the S. is *Lympne Castle*, now incorporated in a modern mansion. — 65½ M. *Sandling Junction*, for (2 M.) *Hythe* and (3½ M.) *Sandgate*.

Hythe (*Imperial Hotel*, R. from 4*s*. 6*d*., D. 5*s*. 6*d*.; *Swan; Red Lion*), a town with 4350 inhab., has lost its significance as one of the Cinque Ports (p. 16), but is now an important military station, with the chief *School of Musketry* of the British army. It is visited as a summer-resort and possesses a good golf-course. The interesting E.E. *Church* has a raised chancel, resembling in style that of Canterbury Cathedral, beneath which is a groined processional path or crypt. The latter (adm. 3*d*.) contains a huge collection of bones and skulls, the origin of which is doubtful. The *Royal Military Canal*, extending from Sandgate to Rye and Cliffe End (23 M.), is used for boating. About midway between Sandling Junction and Hythe is *Saltwood Castle*, formerly belonging to the Archbishops of Canterbury (open on Wed. in summer; adm. 6*d*.), the rendezvous of the murderers of Becket before their crime (p. 31). Near West Hythe is *Studfall Castle*, an ancient Roman camp. Motor-omnibuses ply from Hythe to *Folkestone* (see below) and in summer over Romney Marsh (p 41) viâ (5 M.) *Dymchurch* (Ship) to (9¼ M.) *New Romney* (p. 41), and a tramway (3*d*.) runs to Sandgate. — *Sandgate* (Royal Kent; Royal Norfolk; Sea View, R. from 3*s*., D. 3*s*. 6*d*.) is a small watering-place, with one of the coast-castles built by Henry VIII. (now containing a small museum; adm. 1*d*.).

Beyond a tunnel *Saltwood Castle* (see above) comes into view to the right. At (69¼ M.) *Shorncliffe Camp* is a permanent military camp, with accommodation for 6000 men. Line to Canterbury, see p. 35. — 70 M. *Folkestone Central*, the most convenient stopping-place for the Leas and W. Folkestone (hotel-omnibuses and cabs). The train then crosses a lofty viaduct to (71 M.) *Folkestone Junction*, whence a short branch-line leads to *Folkestone Harbour*.

Folkestone. — **Hotels.** In the Upper Town, on or near the Leas: *Grand Hotel, R. from 5*s*., D. 6*s*., *Metropole, with sea-view and 350 beds, R. from 5*s*., B. from 2*s*., L. 2*s*. 6*d*., D. 6*s*., two large establishments at the W. end of the Leas; *Wampach's Hotel, Castle Hill Ave., near the Leas,

well managed, good cuisine, R. from 3*s.* 6*d.*, D. 4*s.*, pens. from 12*s.* (in winter from 9*s.*); West Cliff, Sandgate Road; Leas, Clifton Gardens; Bates, R. 3-6*s.*, D. 4*s.*; Hundert's, Bouverie Avenue, near the Theatre; Norfolk, Langhorne Gardens; Burlington, Avenue Mansions, both near the W. Leas, Schmitt's, 19 Castle Hill Ave., D. 3*s.* 6*d.*, pens. 8*s.*-10*s.* 6*d.*, Bath, Clifton Crescent, four private hotels. — Queen's, Rose, R. or D. 3*s.* 6*d.*, both commercial; Central (temp.), near the Central Station. — In the Lower Town: *Royal Pavilion, near the harbour, R. from 3*s.* 6*d.*, B. 2*s.*-3*s.* 6*d.*, D. 6*s.*; Victoria (pens. from 8*s.* 6*d.*), Pier, two temperance hotels in Marine Crescent. — Numerous *Boarding Houses* and *Private Lodgings*.

Cabs. Per drive within the town, 1-2 pers. 1*s.* 6*d.*, 3 pers. 2*s.*, 4-5 pers. 2*s.* 6*d.*; per hour, 1-3 pers. 2*s.* 6*d.*, each pers. addit. 6*d.*; second-class cabs, 1*s.*, 1*s.* 6*d.*, 2*s.*, 1*s.* 6*d.*, 4*d.* — **Bath Chairs** 6*d.* per ½ hr., with minimum of 1*s.* 6*d.* — **Motor-Omnibuses** viâ Sandgate to Hythe (fare 6*d.*).

Steamer to *Boulogne* thrice daily in 1½-2 hrs. (day return-fare 7*s.* 6*d.*, 12*s.* 6*d.* by turbine steamer). Circular tickets admit of return viâ Calais and Dover. Excursion-steamers make daily trips along the coast. — *Sailing* and *Rowing Boats* for hire, with or without men (from 1*s.* 6*d.* per hour).

Theatre in the *Pleasure Gardens*, near the Leas; *Leas Pavilion*, vaudevilles, concerts, etc. — **Bands** play on the Leas, in Radnor Park, in the Marine Gardens, and on the Victoria Pier.

Bathing on the beach near the Victoria Pier; bathing-machine 6*d.* — *Bath House*, near the Pier, with swimming basins, salt and fresh-water baths, etc. — *Turkish Baths*, 1 Ingles Road.

Folkestone, a clean, cheerful, and thriving seaport and one of the most attractive and fashionable watering-places on the S. coast, is an ancient town with (1908) 34,000 inhab., and owes much of its present importance to the completion of its harbour (recently deepened and extended at a cost of 400,000*l.*) in 1809. As a watering-place its distinctive feature is the *Leas*, a grassy expanse on the top of the cliff, commanding fine views of the sea, the coast, and the distant shore of France, and extending along the front to (1⅓ M.) Sandgate (p. 14). It communicates with Folkestone beach and with Sandgate by hydraulic lifts, and is provided with band-stands, seats, and a shelter. The wooded paths on the face of the cliff and the Undercliffe provide less exposed walks in boisterous weather. Folkestone was the birthplace of *Dr. William Harvey* (1578-1657), discoverer of the circulation of the blood, to whom a monument was erected on the Leas in 1881. The *Parish Church*, near the E. end of the Leas, occupies the site of the old priory-church of St. Eanswith, founded in 1095, but it has been to a great extent rebuilt. Beyond it, extending down to the harbour, is the old part of the town, with its quaint and irregular streets. The *Free Library*, in Grace Hill, contains a museum. The bathing-beach, with the *Victoria Promenade Pier* (2*d.*), lies to the W. of the harbour.

The walk along the beach to (1½ M.) *Sandgate* (see p. 14) is very pleasant, and may be extended to (4½ M.) *Hythe* (p. 14). The *Sugar Loaf* and other chalk-hills, which shelter Folkestone on the N., also afford pleasant objects for a walk. The **Warren*, the overgrown scene of a landslip at the foot of the cliffs, 1½ M. to the E. of the town, is a favourite resort.

Between Folkestone and Dover the railway is carried through the chalk-cliffs by numerous cuttings and several long tunnels, the last of which (¾ M.) passes under the *Shakespeare Cliff* (p. 18). — 76 M. *Dover Town*. The boat-trains run on to the *Admiralty Pier*.

Dover. — Hotels. *Lord Warden Hotel (Pl a; C, 4), near the Pier and Railway Station, a large house with a view of the sea, R. from 5*s.*, B. 2-4*s.*, L. from 2*s.* 6*d.*, D. 5*s.* 6*d.*; *Burlington (Pl. b; D, 2), Liverpool St., with sea-view, a large and handsome establishment, R. from 3*s.* 6*d.*, D. 5*s.* 6*d.*, pens. in winter from 10*s.* 6*d.*; Dover Castle (Pl. d; C, 4), King's Head (Pl. e; C, 4), both in Clarence Place, with a view of the harbour; Grand (Pl. c; D, 2), near the Parade, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; Shakespeare (Pl. f; C, D, 2), Bench St.; Esplanade (Pl. g; C, 3), 18 Esplanade; Metropole (Pl. i; C, 1), Cannon St. — Connaught House, Edinburgh House (pens. from 6*s.* per day), both in Waterloo Crescent (Pl. D, 2); Henning's (Pl. h; C, 3), three temperance hotels.

Porter from the station to the town, each package 4*d.*, over 1/2 M. 6*d.*, over 1 M. 8*d.*; from the steamer to the station or town, including detention at the custom-house, up to 14lbs. 3*d.*, 56lbs. 6*d.*, 112lbs. 1*s.*

Steamers to *Calais* (day return-fare 10*s.* 6*d.*-13*s.*, forecabin 8*s.*) and to *Ostend* thrice daily (p. xxi). Steamers also from the Promenade Pier to *Folkestone*, *Ramsgate*, *Deal*; less often to *Hastings* and *Brighton*. — *Red Star Line* to New York, weekly in summer; *German East African Co.* to E. Africa every three weeks; *Shire Line* to China and Japan monthly.

Cabs. 1st class cabs (drawn by horses) 1*s.* per mile, 6*d.* each addit. 1/2 M.; 6*d.*-1*s.* extra for drives to the heights; to the Citadel 2*s.* 6*d.*; per hr. 2*s.* 6*d.*, each addit. 1/4 hr. 6*d.*; 2nd class cabs (drawn by ponies, mules, or asses) are one-third cheaper. Each article of luggage 3*d.*

Post Office (Pl. D, 2), King St.

Sea Baths, Marine Parade, 6*d.* (swimming bath 4*d.*).

Electric Tramway from the Admiralty Pier to (2 M.) *Buckland Bridge* (1*d.*) and (3 M.) *River* (2*d.*), with a branch from Worthington St. (Pl. C, 1) to *Maxton*. — **Motor Omnibuses** ply to *St. Margaret's Bay* (p. 28) and *Deal* (p. 27).

Theatres. *Royal* (Pl. C, 2), Snargate Street; *Empire Palace* (varieties), Market Square. — *Royal Cinque Ports Yacht Club*, Marine Parade. — *Golf Course*, Castle Hill.

American Consular Agent, *Francis W. Prescott.*

Dover, the Roman *Dubrae*, is finely situated on a small bay, bounded by lofty chalk-cliffs, which are crowned with fortifications. Near the centre of the bay the line of cliffs is broken by the narrow valley of the *Dour*, on the slopes of which great part of the town is built. Its sheltered situation and mild climate render Dover a favourite bathing-place and winter-resort; while the construction of its new harbour (see below) has made it a naval base of great importance. The population, including the garrison, is (1901) 41,782.

In the Roman and Saxon periods Dover was a place of comparative insignificance, but after the Norman Conquest it became a harbour and fortress of considerable importance. In the reign of King John (1216) Dover Castle offered a long, obstinate, and successful resistance, under Hubert de Burgh, to the combined forces of the Dauphin Loui and the revolted barons. It was off Dover that the Armada received its first serious check in July, 1588. At the opening of the Civil War Dover Castle was garrisoned by the Royalists, but it fell into the hands of the Parliamentarians by stratagem in 1642. Charles II. landed here in 1660.

Dover was the first of the *Cinque Ports* (*i.e.* the five great ports on the S.E. coast), originally Hastings, Dover, Sandwich, Romney, and Hythe, to which Rye and Winchelsea were added as 'Ancient Towns'. Dependent upon each of these (except Winchelsea) were a number of subordinate towns and ports, known as 'Limbs' or 'Members'. The Cinque Ports (under a Lord Warden, comp. p. 28) enjoyed various privileges, accompanied by the duty of providing ships for national purposes.

The Harbour (comp. inset map) comprises the older *Commercial Harbour* (75 acres), with two docks, and the *Admiralty Harbour*

DOVER
1:20.000
Feet
Mile
Metres
Tramways
DOVER CASTLE
St Mary's
The Keep
Connaught Park
Hospital
Town Hall
College
Priory Sta.
Christ Ch.
St Mary's Ch.
Market Sq.
Emp Theat.
Old St James
Battery
Marine Parade
Granville Gardens
Promenade Pier
Drop Redoubt
Battery
Theatre
Wellington Dock
Tunnel
WESTERN HEIGHTS
Citadel
Priory
Trinity Ch.
Granville Dock
Tidal Harbour
Harbour Sta.
Prince of Wales Pier
South Front
Barracks
Hospital
Archcliffe Fort
Town Sta.
Admiralty Pier
Bulwark Rk
Old Folkestone Rd
Folkestone Road
Clarendon Place
Longfield Rd
Maxton
River
Guston
Smithy
Bere Farm
Buckland
Connaught Park
Castle Hill Farm
Prison
Workhouse
Tower Hamlets
DOVER
Elms Vale
Elms Wood
Maxton
Earthingloe
Prince of Wales Pier
Shakespeare
1:100.000

(610 acres), the finest arbour of refuge in the Channel, begun in 1898 and completed in 1909, at a cost of 3,500,000*l.*

The W. limit of both is the *Admiralty Pier*, a huge structure 1300 yds. long, whence the continental mail-packets depart. On the E. the commercial harbour is bounded by the *East*, or *Prince of Wales Pier* (adm. 6*d*), while the *East Arm* of the admiralty harbour, 1100 yds. in length, is built out from the shore, to the E. of the castle. A massive *Breakwater*, 1400 ft. long and ¾ M. from the shore, protects the harbour on the S., leaving passages of 800 ft. and 600 ft. respectively between itself and the extremities of the W. and E. arms.

The Admiralty Harbour is skirted by the Marine Parade, from which projects the *Promenade Pier* (adm. 2*d*.). A little farther on Woolcombers St. leads to the N., past the *Old Church of St. James* (Pl. D, 1), to Castle Hill Road, which ascends to —

*Dover Castle (Pl. E, 1; 375 ft.), on the height to the E. of the town (adm. free 11 till dusk, except to the underground works, for which a special pass is necessary). This fastness, originally founded by the Romans and afterwards strengthened and enlarged by the Saxons and Normans, is still kept in repair as a fortress. The remains of the Roman *Pharos* and the *Church of St. Mary de Castro* (closed 1-2), an ancient Saxon edifice built of Roman bricks (restored; roof modern), are interesting. The *Keep* (adm. 3*d*.), built by Henry II. (92 ft. high; walls 23 ft. thick), is now an armoury. Splendid view of the town and harbour; the coast of France, 21 M. distant, is visible in clear weather. The old towers of the castle bear the names of the various Norman Governors.

Among the minor objects of interest in the Castle are 'Queen Elizabeth's Pocket Pistol' (near the edge of the cliff), a brass cannon, 24 ft. long, cast at Utrecht in 1544, and presented by Charles V. to Henry VIII.; a Norman loophole in the groundfloor of the keep; a well in the top of the keep, 300 ft. deep; and an old clock, dating from 1348.

From the foot of Castle Hill Road Castle St. leads to the W. to Market Square (Pl. C, D, 2), in which is the *Museum* (free daily 11-5; closed on Thurs. & Sun.), which contains antiquities and objects of natural history. Thence we follow Cannon St. (with the ancient church of **St. Mary*; Pl. C, 1) and Biggin St. to the Municipal Buildings, which include the *Town Hall*, the *Municipal School of Art*, and the *Public Baths*. Incorporated with the Town Hall is the *Maison Dieu Hall*, erected by Hubert de Burgh (p. 16) in the first half of the 13th cent. as a pilgrims' hospital (free; 11-4). This hall, which has a fine oak ceiling, has been restored and is embellished with stained-glass windows, designed by Sir E. Poynter, illustrating scenes in the history of Dover. — Near the Priory Station (Pl. B, 2, 3; p. 28), to the S.W., are some remains of the Benedictine *Priory of St. Martin* (1132), now incorporated in the buildings of Dover College (Pl. C, 1); they include the Refectory, a good example of plain Norman work, and a Gatehouse.

The heights on both sides of the town are strongly fortified and afford extensive views. The Western Heights (Pl. A, B, 3, 4) are reached from Worthington St. by the *North Military Road* (Pl. B, C, 2).

The so-called 'Shaft', which is ascended by a spiral staircase with 200 steps from Snargate St., is no longer public. On the Heights are large *Barracks*, the foundations of a *Pharos*, and of an old circular church, known as the *Knights Templar Church*. — Farther to the W., separated from the Western Heights by a deep valley and most conveniently reached viâ Limekiln St. and Archcliffe Rd. (Pl. C, 4, B, 4), is Shakespeare Cliff, rising sheer to a height of 350 ft.; it takes its name from the well-known passage in 'King Lear' (IV. 6). Visitors may descend to the sea at theW. end of the cliff and (at low tide only) return to Dover by the beach.

The top of the East Cliffs is reached by a footpath ascending from the E. end of the Marine Parade (comp. Pl. E, 1) to the North Fall Meadow. Thence a pleasant walk may be taken along the cliffs to (9 M.) *Deal* (p. 27), viâ the *South Foreland*, with a lighthouse open to visitors from 9.30 a.m. till 1 hr. before dusk, and (3½ M.) *St. Margaret's Bay* (p. 28). The geologist will find much to interest him in the formation of the cliffs.

Other walks may be taken to *Whitfield*, 3½ M. to the N., with an ancient church restored in 1894; and to *St. Radegund's Abbey*, 3 M. to the N.W. (a ruined Præmonstratensian foundation dating from the end of the 12th cent.).

From Dover to *Ramsgate*, see p. 27.

b. Viâ Canterbury.

78 M. Railway in 1¾-3½ hrs. (fares the same as by R. 2a, p. 12). The trains start from Victoria, Holborn Viaduct, Ludgate Hill, and St. Paul's (see p. 1). — To *Rochester*, 33 M. in 1-1¼ hr. (fares 5*s*. 4*d*., 3*s*. 4*d*., 2*s*. 8*d*.; return 9*s*. 4*d*., 6*s*. 8*d*.). — To *Canterbury*, 62 M. in 1¾-2 hrs. (fares 10*s*. 4*d*., 6*s*. 6*d*., 5*s*. 2*d*., return 18*s*., 13*s*.). — To *Margate* or *Ramsgate*, 74 or 79 M., in 1¾-2¾ hrs. (fares 12*s*. 4*d*., 7*s*. 9*d*., 6*s*. 2*d*.; return 21*s*. 7*d*., 15*s*. 6*d*.). — Canterbury may be reached also from Charing Cross or Cannon St. Station viâ *Ashford* (p. 14), a somewhat longer route (70 M.; same fares). Rochester and Chatham (p. 22) may be reached also from Charing Cross by a line viâ *Gravesend* (same fares), see *Baedeker's London*.

The line from *Victoria* unites with that from *Holborn Viaduct*, *Ludgate Hill*, and *St. Paul's* at (3½ M.) *Herne Hill*. The train passes through a long tunnel below the grounds of the Crystal Palace (see *Baedeker's London*). 7 M. *Penge*; 8¾ M. *Beckenham*.

From Beckenham onwards the line traverses the fair and fertile county of Kent, where the extensive *Hop Gardens* soon become one of the characteristic features of the scenery, presenting an especially picturesque appearance in August and September, when thousands of hop-pickers are employed in gathering the beautiful golden blossoms. The hop-picking season is very short and requires the employment of far more labour than the local resources can supply. Large numbers of men, women, and children therefore come down from London and other towns to help, and 'hopping' affords a much prized annual outing to thousands of dwellers in the slums. The hops are dried in the 'oast houses', the curious, extinguisher-like ventilators (or cowls) of which are so conspicuous among the gardens. The best gardens are round Maidstone, and the most delicate variety of hop is the 'golding' of E. Kent. Hops were introduced into England from Flanders about the beginning of the 15th cent. and now occupy about 45,000 acres, nearly two-thirds of which are in Kent. — Kent is famed also for its fruit, especially for its apples and cherries. The S.E. part of the county, known as the *Weald of Kent*, is particularly fertile. — A curious distinction between the 'Men of Kent', to the W. of the Medway (who claim the superiority), and the 'Kentish Men', to the E. of it, has been maintained down to the present day, and is generally referred to the belief that the former were the original inhabitants of the country, or to the stout resistance they offered to William the Conqueror on his march to London after the battle of Hastings.

10¾ M. **Bromley** (*Bell*, well spoken of), a town of 27,358 inhab., pleasantly situated on the *Ravensbourne*, derives its name from the broom that still flourishes in the neighbourhood. It contains a college, or alms-house, founded 200 years ago for the widows of clergymen. In the church is the tomb of Dr. Johnson's wife ('Tetty'), with a Latin inscription by her husband.

About 2½ M. to the S. of Bromley and 1 M. from the railway (to the right) is *Hayes Place*, where Lord Chatham died (1778) and William Pitt (1759-1806) was born. It was here that Franklin visited Chatham in 1775 before the latter's famous speech on the American question. The walk may be prolonged to (2 M.) *Keston Common*, where there are the remains of an extensive Roman settlement, known as *Caesar's Camp*. In the park of the neighbouring mansion of *Holwood* is the 'Emancipation Oak', beneath which Wilberforce is said to have announced to Pitt his intention of beginning his parliamentary agitation for the abolition of slavery.

12 M. *Bickley.* — 14¾ M. *St. Mary Cray*, with a large paper-mill and a Perp. church containing some good brasses. At *St. Paul's Cray*, ¾ M. to the N., is an interesting E. E. church, with a shingle spire. — 17½ M. *Swanley Junction.*

From Swanley Junction to Maidstone and Ashford, 42½ M. in 1⅔ hr. (fares 6*s.* 11*d.*, 4*s.* 4*d.*, 3*s.* 5½*d.*). This line traverses one of the prettiest parts of Kent with many interesting old village-churches. — 2½ M. *Eynsford* has an old church and castle. — 5 M. *Shoreham.* — From (6½ M.) *Otford Junction* a branch-line runs to (1¾ M.) *Sevenoaks* (p. 12). — 13½ M. *Wrotham & Borough Green. Wrotham*, at the foot of *Wrotham Hill* (750 ft.), occupies the site of a British settlement. About 1¼ M. to the S.W. of the railway-station is ***Ightham Mote** (open on Frid.; adm. 2*s.*), one of the best specimens of a moated manor-house in England, with a fine domestic chapel of the time of Henry VIII. — The station of (18 M.) *Malling* is situated at *West* or *Town Malling*, which possesses the remains of a Benedictine abbey founded by Bishop Gundulf of Rochester (p. 20). To the S. is the so-called *St. Leonard's Tower*, the keep of a castle also erected by Gundulf (ca. 1070), the architecture of which is, according to Parker, of earlier character than that of any keep in Normandy. At *Offham Green*, ½ M. to the W., are the remains of an ancient quintain. *East Malling*, ½ M. to the E. of the station, has an interesting old church. *Addington*, with some British remains, lies about 2½ M. to the N.W. of Town Malling. — 21½ M. *Barming.* — 24 M. *Maidstone* (East Station, see p. 23). — 26½ M. *Bearsted & Thurnham.* About 2 M. to the S.E. of the station is ***Leeds Castle**, one of the finest country-seats in Kent, dating mainly from the 13th cent., though other parts of it are more ancient and more modern. It stands in the midst of a lake, and its defences were very strong. The castle was given by William the Conqueror to the family of Crevecœur, but it has since passed through many hands. — 29 M. *Hollingbourne;* 31½ M. *Harrietsham;* 33 M. *Lenham.* — At (37 M.) *Charing* the old church and the remains of a former residence of the Archbishops of Canterbury are of interest. — 39½ M. *Hothfield.* — 42½ M. *Ashford*, see p. 14.

Within easy reach of (20½ M.) *Farningham Road* are the interesting old churches of *Horton Kirby* (¾ M. to the S.E.; E. E.), *Farningham* (Lion Inn; 1½ M. to the S.), *Sutton-at-Hone* (1¼ M. to the N.), and *Darenth* (2 M. to the N.; early-Norman, with Roman bricks). At Darenth is a large *Roman Villa.*

23 M. *Fawkham;* 25½ M. *Meopham*, with a large Decorated church (to the left); 27 M. *Sole Street*, the station for Cobham (p. 22). The castle and cathedral of Rochester now soon come into

view on the right, beyond the Medway. — 33 M. *Rochester Bridge (Strood)*, where visitors to Rochester should alight.

Rochester. — **Hotels.** Bull (Pl. a), with memorials of Dickens, Crown (Pl. b), King's Head (Pl. c), all in High St. (Pl. B, 2). At *Chatham:* Sun (Pl. d), R. or D. 3*s.* 6*d.*; Mitre (Pl. e), both in Chatham High St. (Pl. E, 4).

Railway Stations. *Rochester Bridge* (Pl. A, 1), in *Strood* (see below). *Rochester High Street* (Pl. C, 3), and *Chatham* (Pl. E, 4) are all on the main Dover line. *Strood Junction* (Pl. A, 1), *Rochester Central* (Pl. B, 2), and *Chatham Central* (Pl. C, 4) are on the line to London viâ Gravesend (p. 18).

Omnibus from Rochester Bridge Station to Chatham and *Luton.* — Electric Tramway from Star Hill (Pl. C, 3) to *Gillingham.*

Rochester (pop. 30,622) is connected with its suburb of *Strood* (Pl. A, B, 1), on the left bank of the Medway, by a handsome iron bridge, constructed in 1850-6 on the site of a much earlier bridge of stone. Below are the two railway-bridges.

Rochester was inhabited successively by the Britons, under whom its name was *Doubris;* by the Romans, who called it *Durobrivae;* by the Saxons, whose name for it, *Hrofesceastre* (perhaps a corruption of Rufus?), is the rugged prototype of its modern form; and by the Normans. It was made a bishop's see early in the 7th century. It was at Rochester that James II. embarked in disguise on his flight in 1688.

On crossing Rochester Bridge (Pl. A, B, 2) we turn to the right into the *Esplanade*, from which we enter the castle-grounds, now a public garden. The present *Castle (Pl. B, 2), standing conspicuously on an eminence, was built in 1126-39 mainly by William de Corbeuil, Abp. of Canterbury, on the site of an earlier tower erected by Gundulf (see below). The square Keep (adm. 3*d.*; view), 104 ft. in height, was restored in 1900.

To the E. rises the Cathedral (Pl. B, 2), a building of considerable interest. St. Augustine founded a missionary church on this site about the year 600 and consecrated the first Bishop of Rochester in 604. At the time of the Conquest, however, this church was in a completely ruinous condition, and Gundulf, the second Norman bishop, architect of the White Tower at London, undertook the erection of a new church, which was completed and consecrated in 1130. Gundulf also replaced the secular clergy of the old foundation by a colony of Benedictines. This church was afterwards partly destroyed by fire, and the choir was rebuilt in the E. E. style by *Prior William de Hoo* (1201-27), who is, perhaps, identical with English William of Canterbury (p. 31). The Cathedral was restored in 1825, in 1871-7, and (W. front and towers) in 1888-93. The internal length of the Cathedral is 306 ft., breadth of nave and choir 68 ft., across the W. transepts 120 ft. In plan it resembles Canterbury Cathedral, having double transepts, a raised choir, and a spacious crypt. The chief external features are the W. front (Norman), with its fine recessed doorway; the ruined Gundulf's tower, in the angle formed by the N.W. transept and the choir; and the new central tower and spire completed in 1904. The figures of Henry I. and Queen Matilda (or Henry II. and Queen Margaret) at the sides of the W. doorway are two of the oldest English statues now extant.

London
Gravesend
Royal Naval Barracks
Cobham Hall
Gad's Hill
Maidstone
Rl. Engineer's Inst
Strood
Strood Sta.
Rochester Br. Sta.
Bridge Reach
Strood Pier
Gashouse Point
Quarry Terrace
Limehouse Reach
Chatham Reach
Building Slips
Brompton Barracks
Brompton
Melville Hospital
Holy Trinity
Up. Chatham Barracks
Garrison Ch.
Royal Marine Barracks
Chatham Barracks
St. Mary's Ch.
Sailors' Home
Town Hall
Military Burial Gd.
Chatham Lines
Tower Reach
Rochester Pier
Baths
Castle Gardens
Guild Hall
Libr.
St. Nicholas
Cathedral
Cricket Ground
Grammar School
The Vines
Blue Boar Pier
Goods Depot
Chatham Ness
Sun Pier
Gun Wharf
ROCHESTER
County Court
Rochester Sta.
St. Margaret's Ch.
Chatham Central Sta.
Gaiety Th.
Theat. Rl.
Palace Varieties
CHATHAM
St. Bartholomew's Hosp.
Recreation Gd.
Fort Pitt
Chatham Sta.
Delce Tower
Rochester Avenue
Queen Str.
Morden Str.
Ross Str.
Albany Ter.
1 : 20.000
Feet
Mile
Metres

Interior (daily services at 10 a.m. and 4 p.m.; crypt and choir shown by the verger; visitors place not less then 6*d.* each in a box). The NAVE is Norman in style, except the two easternmost bays, where the junction between the Norman and later work is effected in a way more curious than beautiful. The triforium arches are elaborately adorned with diaper patterns and have the peculiarity of opening to the aisles as well as to the nave. The W. window and the clerestory are Perpendicular. The W. TRANSEPTS are in the E. E. style, the N. being the earlier and richer. In the S. transept are the monument of *Richard Watts* (see p. 22) and a brass tablet to the memory of *Charles Dickens* (see p. 22). The chapel adjoining this transept on the W. was built as a Lady Chapel in the Perp. period.

From the transepts we ascend by a flight of steps to the E. E. CHOIR. The statues on the W. side of the *Choir Screen* were placed as a memorial of Dean Scott (1811-87), joint-compiler of Liddell and Scott's Greek Lexicon. The stalls are modern, but some of the old misereres have been preserved. The tiled pavement was constructed after old patterns. Opposite the modern bishop's throne is the fragment of an old mural painting of the Wheel of Fortune (13th cent.?). In the N. Choir Transept is the tomb of *St. William of Perth* (13th cent.), a Scottish baker, murdered near Rochester when on a pilgrimage to Canterbury; this tomb afterwards became a frequented pilgrim-resort and a source of great wealth to the cathedral. Adjacent is the tomb of *Bishop Walter de Merton* (d. 1277), founder of Merton College, Oxford (p. 245). To the E. of this transept is *Bishop Warner's Chapel*, in the archway between which and the presbytery is the beautiful effigy of *Bishop John de Sheppey* (14th cent.), discovered behind the masonry here and repainted in 1825. The windows in the S. Choir Transept are memorials of *Gen. Gordon* and other officers of the Royal Engineers. A plain stone coffin in the Sacrarium, or E. end of the choir, is shown as that of *Bishop Gundulf* (p. 20). The great glory of the choir, however, is the beautiful Dec. **Doorway* in the S. E. angle, leading to the CHAPTER HOUSE. The (restored) female figures at the sides represent the Synagogue and the Church; above each are two Doctors of the Church; and at the top is a soul issuing from Purgatory. The Chapter House contains the *Library*.

The *CRYPT, reached by a flight of steps adjoining *St. Edmund's Chapel*, on the S. side of the choir, is one of the most extensive in England. The W. end belonged to Bishop Gundulf's church and is very plain in style.

A fragment of the old *Priory of St. Andrew*, coeval with the Cathedral, is preserved in the garden of the Deanery, to the E. Three of the old gateways of the cathedral-precincts still remain, the most important of which is the *Prior's Gate* to the S.

Turning to the S. (left) on leaving the Cathedral, passing through the Prior's Gate (see above), and again turning to the left, we have to the right the wall enclosing the *Grammar School* (Pl. B, 3), founded by Henry VIII. We next turn to the right and pass through a small passage into the *Vines Recreation Ground*, formerly a vineyard attached to the priory. On the N. (left) side of this are some remains of the old city-wall, and at its S.E. end is *Restoration House* (Pl. B, 3), a picturesque red brick mansion, where Charles II. passed a night on his return to England in May, 1660.

From this point Maidstone Road leads to the left to Eastgate, reaching it a little to the left of *Eastgate House* (Pl. B, 3), an interesting Elizabethan structure, now a museum (open free 10-4 or 6, Sun. 2-4 or 6). It has been identified with the 'Nun's House' in 'Edwin Drood'. The porter of the *Mathematical School* (Pl. B, 3) shows on application (small fee) an interesting part of the old city

walls and of the East Gate. Proceeding to the N. along the High Street we soon pass (on the right) the *Watts' Charity House* (Pl. B, 2), founded in 1579 by Richard Watts for 'six poor travellers, not being rogues or proctors', and described in Dickens's 'Tale of the Seven Poor Travellers'. *Satis House* (Pl. B, 2; rebuilt), the residence of Richard Watts, situated to the S. of the castle, is said to owe its name to the gracious praise of its accommodation by Queen Elizabeth.

In summer pleasant steamboat-excursions on the Medway (pier just above the bridge) may be made from Rochester to (11 M.) *Sheerness* (p. 24) and (18 M.) *Southend* (p. 508), at the mouth of the Thames, affording good views of *Upnor Castle* (an Elizabethan structure), Chatham Dockyard, etc. Small boats may be hired at the Esplanade; charge to (3 M.) Upnor Castle, about 3*s*. — About 2½ M. to the N.W. of Strood, on the road to Gravesend, is *Gad's Hill* (Falstaff Inn), the scene of Falstaff's encounter with the 'men in buckram' (*Henry IV.*, Part I., ii. 4) and also mentioned by Chaucer. It commands an extensive view. *Gad's Hill Place*, the residence of Charles Dickens (who died here in 1870), is an old-fashioned red-brick house near the inn. In the 'Wilderness', reached by a tunnel below the road, are some magnificent cedars. About 4 M. to the N. are the ruins of *Cooling Castle*, the home of Sir John Oldcastle, the supposed prototype of Falstaff; *Cooling Marshes* are the scene of the opening incidents in Dickens's 'Great Expectations'.

A very favourite excursion from Rochester is that to *Cobham Hall*, which lies about 5 M. to the W. of the town and 1½ M. to the N. of *Sole Street* station (p. 19). Walkers ascend Strood Hill and turn to the left at the top, into Woodstock Road; at the end of Woodstock Road the field-path to Cobham diverges to the right. *Cobham Hall, the fine seat of the Earl of Darnley, lies in the midst of a magnificent park, 7 M. in circumference. (Tickets of admission to the house, which is open to visitors on Fridays from 2 to 4 only, may be obtained from Caddel & Son, 1 King Street, Gravesend, from the Journal Office, 77 High Street, Rochester, or from C. Snoad, Cobham, price 1*s*.; the proceeds are devoted to charitable purposes.) The central portion of this fine mansion was built by *Inigo Jones* (d. 1653); the wings date from the 16th century. The interior was restored during the 19th century. The fine collection of pictures (chiefly works by late Italian and Flemish masters) includes examples of *Rubens* (*Tomyris with the head of Cyrus), *Van Dyck*, *Lely*, *Kneller*, etc. A chalet summer-house in the grounds is a bequest of Charles Dickens, who frequently used it as a study when it stood in the Wilderness at Gad's Hill Place (see above). — The church of the village of *Cobham*, at the entrance to the park, is celebrated for its splendid array of brasses (14-16th cent.). The village inn is the 'Leather Bottel', in which Mr. Tracy Tupman sought solitude and solace after the unhappy issue of his *affaire de cœur*. Matthew Arnold lived at *Pains Hill Cottage* from 1873 till his death in 1888.

A good view is obtained from **Windmill Hill*, the path to the top of which is reached by crossing the bridge, turning to the right, passing the S. E. Railway Station on the left, and crossing the canal locks.

Beyond Rochester Bridge, the train goes on viâ (33½ M.) *Rochester High Street Station* (p. 20) to —

34¼ M. **Chatham** (Hotels, see p. 20), which is continuous with Rochester, though its bustling and noisy streets form a striking contrast to the old-fashioned quiet of the latter. It contains 40,753 inhab., and is one of the principal naval arsenals and military stations in Great Britain. Much of the town is irregularly and badly built. The 'Lines' which enclose the dockyard and military establishments have been superseded for defensive purposes by a series of outlying detached forts. There are also strong forts on the Medway. In 1667

the Dutch fleet under De Ruyter ascended the Medway as far as Chatham, doing, however, no harm to the town.

The **Royal Dockyard* (Pl. E, F, 1-3; adm. 10-1.30; special permission necessary for the ropery, machine-shops, and foundries; foreigners only through their ambassadors), founded by Queen Elizabeth, extends along the Medway for nearly 3 M., and embraces an area of about 500 acres. The wet-docks, graving-docks, building-slips, wharves, etc., are all on a most extensive scale, one immense basin having a width of 800 ft. and a quay frontage of 6000 ft. The largest vessels in the navy can be built and fully equipped here. The metal mill, for making copper sheets, bolts, etc., is particularly interesting. As many as 7000 workmen are employed in the dockyard at busy seasons. The former *Melville Hospital* (Pl. F, 2) is now occupied as barracks by the Royal Marine Light Infantry, in addition to the older spacious barracks for the Royal Marines.

Chatham is the depôt for a large number of infantry regiments, and about two battalions are usually in quarters here. It is also the headquarters of the Royal Engineers, with the School of Military Engineering. In front of the Royal Engineers' Institute (beyond Pl. F, 2) is a bronze *Statue of Gen. Gordon* (d. 1885), by E. Onslow Ford (1890); and opposite is a *Memorial Arch* to the Royal Engineers who fell in the Crimea.

From Strood Junction to Maidstone, 11 M., in 1/3-1/2 hr. (fares 1*s.* 10*d.*, 1*s.* 2*d.*, 11*d.*). This line ascends the left bank of the *Medway*, affording a fine view of the cathedral and castle of Rochester. Beyond the river are the chalk-hills forming the 'backbone of Kent'. Near (2 1/2 M.) *Cuxton* and (5 1/2 M.) *Snodland* the beauty of the valley is seriously marred by the numerous chalk-quarries and lime and cement works. The scenery, however, improves greatly at (7 1/2 M.) *Aylesford* (George Inn), birthplace of *Sir Charles Sedley*, the poet (1639-1701), charmingly situated on the river. The *Church*, partly of Norman workmanship, contains some interesting monuments of the Colepepper family. About 1 1/2 M. to the N.E. is the interesting cromlech called **Kits Coty House*, consisting of three upright stones of 'Sarsen' sandstone, each about 8 ft. high, with a fourth, 12 ft. long, lying transversely across them. Tradition makes this monument the tomb of a British chief, and the name may mean simply the 'tomb in the wood' (Welsh *coed*, 'wood'). In a field between Kits Coty House and Aylesford is another group of monoliths known as the 'Countless Stones', from the superstition, frequently met with elsewhere, that they cannot be counted twice with the same result. — Beyond Aylesford the train passes *Allington Castle* (to the left), birthplace of Sir Thomas Wyatt, the poet (1503-42), and (10 1/2 M.) *Maidstone Barracks* station.

11 M. **Maidstone.** — Hotels. *Star*, *Mitre*, High St.; *Bell*, Week St., an old-fashioned house, commended in 'Pepys's Diary'; *Railway Hotel*, adjoining the West Station; *New Inn*, near the East Station. — *Rail. Rfmt. Rooms.* — Railway Stations. The *West Station*, a terminus, is at the W. end of the town, beyond the bridge; the *East Station*, on the line from Otford (London) to Ashford, is at the N. end of Week St.

Maidstone (the 'town on the Medway'), the county-town of Kent, a prosperous-looking place with 33,516 inhab. and large breweries, paper-mills, and nursery-gardens, is pleasantly situated on both banks of the Medway, which is here crossed by a modern bridge. The formerly collegiate **Church of All Saints*, a fine Perp. structure, was mainly built by *Archbp. Courtenay* (d. 1396), and contains good stalls and sedilia, the interesting tomb of Wootton, first Master of the College (1417), and an arcaded

screen between the nave and chancel. Adjoining the church is the contemporary *College of All Saints*, dissolved by Henry VIII., the buildings of which are interesting specimens of 14th cent. architecture. To the N. of the church is the former *Palace* of the Archbishops of Canterbury; and opposite, to the E. of the church, is a range of out-buildings, with a singular external staircase, probably older than any part of the palace itself. The **Maidstone Museum*, in Faith St., is one of the most valuable provincial museums in the country (open free daily, 10-5; in winter 10 till dusk). It is installed in *Chillington Manor House*, a well-preserved specimen of a town-mansion of the 16th cent., now flanked on the E. by the *Bentlif Art Gallery* and on the W. by the *Public Library & Technical Schools*. — The walk along the river to *Allington*, (3 M.) *Aylesford*, and (1½ M.) *Kits Coty House* is attractive, especially in the hop-picking season. About 2 M. to the N.E. of Maidstone is *Boxley Abbey*, a Cistercian establishment of the 12th cent., now incorporated with a modern mansion. Visits may be paid also to *Leeds Castle* (p. 19), 5 M. to the E., to *West Malling* (p. 19), *Penenden Heath*, *Mote Park* (1 M.), etc.

Maidstone is a station also on the line from Swanley to Ashford (see p. 19); from London to Maidstone by this route, 41½ M., in ⅔-2 hrs. (fares 7*s.*, 4*s.* 3*d.*, 3*s.* 4½*d.*). — From the W. Station at Maidstone a branch-railway runs to (10 M.) *Paddock Wood* (p. 13), running through a rich hop-district.

On quitting Chatham our train passes through two tunnels. 35½ M. *New Brompton.* To the left are seen the Brompton Lines. On the same side is *Gillingham*, with an old hall of a palace which once belonged to the Archbishops of Canterbury, now used as a barn, and a handsome Perp. church, with a very fine E. window. Gillingham was the headquarters of the religious sect known as Jezreelites, or the New and Latter House of Israel; 'Jezreel's Tower', their huge 'temple' here, is now partially demolished. Near it is the huge *Royal Naval Hospital*, opened in 1905 to supersede the Melville Hospital (p. 23). Gillingham Fort dates from the time of Charles I. This district is famous for its cherry-orchards. — 39 M. *Rainham*; 1½ M. to the N.E. is *Upchurch*, known for its deposits of Roman pottery. The line now runs parallel with the highroad, the Roman *Watling Street*. — 41½ M. *Newington*, with a church containing mediæval brasses. — 44½ M. *Sittingbourne* (Bull, R. 3*s.*, D. 3*s.* 6*d.*; Fountain; Rail. Refreshment Rooms), a brick-making town, formerly visited by pilgrims on their way to Canterbury and by kings on their way to the Continent.

Sittingbourne is the junction of a branch-line (fares 1*s.* 4*d.*, 10*d.*, 8*d.*) to (4½ M.) *Queenborough*, the starting-point of the steamers to Flushing (p. xxi), and (7 M.) *Sheerness* (*Fountain; Wellington), an uninteresting town (18,273 inhab.) at the mouth of the Medway, with strong fortifications and a dockyard established in the reign of Charles II. Queenborough was so named in honour of Queen Philippa, wife of Edward III., but a castle built here by that monarch has vanished. A light railway runs hence along the N. coast of Sheppey Island to (9 M.) *Leysdown*, viâ (3¼ M.) *Minster-in-Sheppey*, with the church of SS. Mary and Saxburga, founded about 664 and claiming to be the oldest abbey church in England. The building, restored in the 12th, 14th, and 15th cent. and finally in 1881, still retains some Saxon features. It contains several interesting tombs, including that of Sir Robert Shurland, whose story has been commemorated in the 'Ingoldsby Legends' ('Grey Dolphin').

52 M. **Faversham**, pronounced *Fevversham (Ship*, R. 3*s.*, D. 2*s.* 6*d.*; *Rail. Rfmt. Rooms)*, an ancient town with 11,290 inhab., was

once the seat of a famous abbey, where King Stephen, his wife Matilda, and his son Eustace were buried. The parish-church is a fine E. E. building, with curious old paintings and carvings. Faversham is the junction for Margate and Ramsgate (see below).

From Faversham to Margate, 22 M., railway in 3/4 hr. (fares 3*s.* 8*d.*, 2*s.* 4*d.*, 1*s.* 10*d.*); to Ramsgate, 27 M., in 1 hr. (fares 4*s.* 6*d.*, 2*s.* 10*d.*, 2*s.* 3*d.*). Fares from London, see p. 18. — On Saturdays and Sundays, in the season, both Margate and Ramsgate are uncomfortably crowded with excursionists from London.

This line runs to the E. along the coast. 6 1/2 M. *Whitstable* (Bear and Key, R. 3*s.*, D. 3*s.* 6*d.*; Duke of Cumberland, R. 3*s.*, D. 3*s.* 6*d.*), a watering-place celebrated for its 'natives', considered the finest oysters in England. — 10 1/2 M. *Herne Bay* (Grand, near the station, R. or D. 4*s.*; Dolphin; Connaught; Pier; St. George's Cliff), a small watering-place with two piers, a fine esplanade, and golf-links. Steamers ply hence to London in summer and a coach runs to (7 1/2 M.) Canterbury (p. 28).

An excursion may be made to the E. along the cliffs to (3 M.) **Reculver** (*King Ethelbert Inn*), the Roman *Regulbium*, one of the fortresses erected to defend the channel then separating the district known as the *Isle of Thanet* from the mainland. Some remains of the castrum still exist. King Ethelbert afterwards had a palace here, and still later a Christian church rose on its site. The church was taken down in 1804, but its two towers, known as 'The Sisters' and originally erected, according to tradition, by an Abbess of Faversham, to commemorate the escape of herself and her sister from drowning, were restored by the Trinity Board as a landmark for seamen. The sea is here steadily encroaching on the land.

Both (18 1/2 M.) *Birchington* (Bungalow), with the grave of *D. G. Rossetti* (d. 1882; memorial window in the church), and (20 M.) *Westgate-on-Sea* (St. Mildred's; Westcliff; St. Clement's) are also frequented for sea-bathing and golfing.

22 M. **Margate.** — **Hotels.** *Cliftonville, R. 5*s.*, D. 6*s.*; *Queen's and Highcliffe, R. 4*s.* 6*d.*, B. 2-3*s.*, D. 5*s.*; Cliftonville Hydropathic, R. from 4*s.* 6*d.*, D. 5*s.*; White Hart, R. from 5*s.*, D. 5*s.*; Imperial, pens. from 8*s.*; Métropole; Windsor, D. 4*s.*, pens. from 9*s.* 6*d.*; Nayland Rock. Numerous *Private Hotels* and *Boarding Houses*. — *Railway Refreshment Rooms.*

Railway Stations. *Margate West*, for trains to Broadstairs, London viâ Faversham, etc.; *Margate Sands*, for London viâ Canterbury, etc.; *Margate East*, on the Broadstairs line.

An **Electric Tramway** (*Isle of Thanet Light Railway*) runs from Margate to *Broadstairs* and *Ramsgate* (p. 26).

Theatres. *Theatre Royal*, Addington St.; *Hippodrome*, Cecil Square; *Hall-by-the-Sea* (varieties), Marine Terrace. — Bands and entertainments at the *Fort*, the *Oval*, and the *Jetty Extension* (adm. 2*d.*).

Margate, one of the most popular, though not one of the most fashionable watering-places in England, is situated on the N. coast of the Isle of Thanet. Pop. 23,057. Its sandy beach is admirably adapted for bathers, and the *Jetty* (1240 ft. long), the *Pier* (900 ft.), and the *Marine Parade* afford excellent promenades. About 1/2 M. from the sea is a *Grotto* (adm. 6*d.*), curiously adorned with shells.

The *Church of St. John* is a Norman edifice restored. On the cliffs a little to the W. is the *Royal Sea-Bathing Infirmary*, founded in 1791.

In summer steamers ply daily from Margate to *Ramsgate* and to *London* (fare 4*s.*-6*s.* 6*d.*), and frequently to *Boulogne*, *Calais*, and *Ostend*. Coaches ply to (4½ M.) *Ramsgate* and (16 M.) *Canterbury* (4*s.*), while numerous special trains run from Margate Sands Station to Canterbury in time for the daily services. The walk to Ramsgate along the cliffs (about 6 M.) is a very pleasant one. On the way we pass (3 M.) *Kingsgate* (inn), so named because Charles II. and the Duke of York landed here in 1683, with a modern castle. About ½ M. farther to the S. is the *North Foreland*, the *Promontorium Acantium* of the Romans, off which the Dutch fleet was defeated by the English in 1666. Visitors are admitted to the *Lighthouse* (small gratuity). Broadstairs (see below) is 1¼ M. farther on. — Other walks may be taken to the old mansion of *Dandelion* and the village of *Garlinge*, 2 M. to the W.; to *Westgate* (p. 25); to *Quex*, *Acol*, *Minster* (5½ M.), *Salmstone Grange* (¾ M.), etc.

The railway now crosses the isthmus, at some distance from the sea, reaching the coast again at (25 M.) *Broadstairs* (Grand; Albion; Balmoral; Carlton, Seafield, St. Ives, private hotels), a quieter watering-place than Ramsgate or Margate, said to be named from the breadth of its 'stair', or gap in the cliffs, affording access to the sea. The old flint arch in Harbour St., called *York Gate*, was erected to protect this passage. Broadstairs was a favourite resort of George Eliot and Charles Dickens; the residence of the latter is now called *Bleak House*, but has no connexion whatever with the novel of that name. About 1 M. inland is the pretty village of *St. Peter's*, containing a church of the 12th cent., with a fine flint tower added in the 16th century. — Tunnel.

27 M. **Ramsgate.** — **Hotels.** *Granville, East Cliff, with good Turkish and other baths, R. from 5*s.*, D. 5*s.*, pens. from 10*s.* 6*d.* (more in the season); St. Cloud, Victoria Gardens, R. from 2*s.* 6*d.*, D. 3*s.* 6*d.*, pens. from 8*s.* 6*d.*; Royal, facing the harbour, R. from 3*s.* 6*d.*, D. 3*s.* 6*d.*, pens. 9*s.*-10*s.* 6*d.*; Albion; Bull. — Numerous *Private Hotels* and *Boarding Houses*. — *Railway Refreshment Rooms.*

Railway Stations. *Ramsgate Harbour*, for Broadstairs, etc.; *Ramsgate Town*, for Deal, London viâ Canterbury, etc.

Theatres. *Palace Theatre*, High St.; *Marina Palace* (varieties), near the Pier; *Royal Victoria Pavilion* (concerts and varieties), near the harbour.

Ramsgate, a bathing-place and seaport with 27,693 inhab., may be described as a somewhat less Cockneyfied edition of Margate. The N. sands, extending towards Broadstairs, are beautifully firm and smooth. The port is formed by two stone piers, with a joint length of 3000 ft., and is of importance as a harbour of refuge. There are also an iron *Promenade Pier* (adm. 2*d.*). The Roman Catholic church of **St. Augustine*, on the W. cliff, is, perhaps, the masterpiece of the elder Pugin, whose house, the *Grange*, also designed by him, is close by. The Jewish *Synagogue* and *College* were built by Sir Moses Montefiore.

About 1½ M. to the W. of Ramsgate (electric tramway) is *Pegwell Bay* (inns), famous for picnics and shrimps. *Ebbsfleet*, near the centre of the bay and about 3 M. from Ramsgate, was the landing-place (memorial cross) of St. Augustine, and traditionally that of Hengist and Horsa. Close by are the *St. Augustine Golf Links.*

Steamers ply regularly in summer from Ramsgate to *London*, *Margate*, *Deal*, and *Dover*, and coaches and brakes run to *Margate*, (17 M.) *Canterbury*, *Pegwell Bay*, *Minster*, *Richborough* (see below), etc. Special trains run from Ramsgate Town to Canterbury in summer, in time for the daily services in the cathedral. — The dangerous sandbanks called the **Goodwin Sands**, on which several ships are still lost every year in spite of the light-ships, lie about 7 M. from Ramsgate and may be visited by sailing-boat. At low water the sands become quite firm, and cricket-matches are sometimes played on them. According to tradition these sands were once a fertile island, with a mansion belonging to Earl Goodwin, which totally disappeared during a tremendous gale, the funds intended to maintain the sea wall having been diverted to build Tenterden church (p. 87).

From Ramsgate Town to Dover, 23¼ M., railway in 1-1¼ hr. (fares 3*s.* 10*d.*, 2*s.* 5*d.*, 1*s.* 11*d.*). — ¾ M. *St. Lawrence* (for Pegwell Bay). 4½ M. *Minster Junction* (Rail. Rfmt. Rooms), for Canterbury (see p. 35). The handsome parish-church of *Minster-in-Thanet* (St. Mary's), with a Norman nave and E.E. chancel and transepts, contains some interesting old stalls and miserere carvings. The high ground above Minster affords a splendid *View.

Soon after leaving Minster the train crosses the *Stour* and passes *Richborough (to the right), the Roman fortress of *Rutupiae*, constructed to command the S. entrance of the channel, the N. end of which was guarded by Regulbium (p. 25), and the principal landing-place of the Roman troops from Gaul. Richborough was formerly close to the sea, and a broad channel, forming the regular water-route from Northern France to London, extended from Sandwich to Reculver. Ebbsfleet (p. 26) also is now at a considerable distance from the sea. The deep channel made by the *Stour* in the otherwise shallow Pegwell Bay is a relic of this ancient water-way. The best-preserved portion of the remains at Richborough is the N. wall of the fortress, 460 ft. in length. Near the N.E. corner of the enclosure is '*St. Augustine's Cross*', a cruciform basement of rubble, resting on foundations of solid masonry and now believed to have supported a lighthouse. Many thousands of Roman coins have been found at Richborough, and also Saxon coins and other relics.

9 M. **Sandwich** (*Guildford Hotel; Bell*, R. from 4*s.*, D. 4*s.* 6*d.*; *Fleur-de-Lis*), one of the oldest of the Cinque Ports (p. 16), was formerly one of the most important harbours and naval stations on the S. coast, described in the 11th cent. as '*omnium Anglorum portuum famosissimus*', but it is now 2 M. from the sea in a direct line, and accessible only by small river-craft. The singular cognizance of the Cinque Ports, a half-lion and a half-boat, is still everywhere visible at Sandwich. It was surrounded by walls, the site of which is now occupied by a public promenade; one of the old gates, the *Fisher Gate*, and a Tudor tower, called the *Barbican*, still exist. A colony of Flemish artisans settled here in the time of Queen Elizabeth and have left their mark in the names of the present inhabitants. The most interesting buildings are *St. Clement's Church*, with its Norman tower; the *Hospital of St. Bartholomew*, of the 12th cent.; the *Grammar School*, 1564; and *St. Thomas's Hospital*, founded in 1392 but rebuilt in 1864. Queen Elizabeth visited the town in 1572, and the house she occupied is pointed out in Strand Street. To the S.E. of Sandwich are excellent golf links, often the scene of important competitions. Pop. (1901) 3174.

13¾ M. **Deal** (*South-Eastern Hotel; Royal; Black Horse; Clarendon; Beach House Temperance*, R. 3*s.*, D. 3*s.* 6*d.*), another of the Cinque Ports, is also frequented for sea-bathing, sea-angling, and golfing. Pop. 10,575. *Deal Castle*, now the residence of *Lord George Hamilton*, was built by Henry VIII., like those of Sandown and Walmer, as a coast defence. Sandown Castle, where Col. Hutchinson, the Parliamentary leader (p. 390), died in 1664, has been demolished; it stood at the N. end of the town. The '*Downs*', between the Goodwin Sands (see above) and the mainland, form an excellent harbour of refuge in stormy weather; but the Deal boatmen have still no lack of opportunity of displaying the courage and skill in aiding distressed mariners for which they have so long been famous. The low shore near

Deal is generally believed to have been the first landing-place of Julius Cæsar in Britain. — 15½ M. Walmer immediately adjoins Deal on the S. *Walmer Castle* was long the official residence of the Lord Warden of the Cinque Ports (at present, Lord Brassey). The Duke of Wellington died here in 1852, and the rooms occupied by him (various relics), as well as that in which William Pitt, another Lord Warden, held consultation with Nelson, are shown daily (except Frid.) from 11 (Sun. from 1) till 5 (4 in winter). *Lower Walmer* is an important military depôt, with large barracks and a naval hospital. To Dover by the cliffs, see p. 18.

22 M. *Martin Mill* is the station for *St. Margaret's Bay* (Granville Arms, pens. from 10*s.* 6*d.*; St. Margaret's Bay Hotel), a quiet watering-place with a fine Norman church. — 22½ M. *Dover Priory* (see below). — 23¼ M. *Dover Harbour* (see below).

Continuation of Main Line. Beyond Faversham the train turns to the S. E., passes (55½ M.) *Selling*, and soon reaches the E. station at —

62 M. **Canterbury** (see below).

Beyond Canterbury the train passes (65 M.) *Bekesbourne* and (68 M.) *Adisham*, with an E. E. church. From (72 M.) *Shepherd's Well* or *Sibertswold* the ecclesiologist should pay a visit to *Barfreston Church* (pronounced 'Barson'), a small but highly interesting Norman building, situated 1½ M. to the N. E. The walk may be continued to the S. to *Waldershare*, the Earl of Guilford's house and park, 2 M. to the E. of Shepherd's Well. — The train then penetrates a long tunnel and reaches (75 M.) *Kearsney*, whence a line runs to Martin Mill and Deal (see above). *Kearsney Abbey* is modern. To the N.E., ½ M. from the station, is the village of *Ewell*, where King John had his first interview with Pandulf, the Pope's Legate, before resigning his crown at Dover (1213). — We thread another tunnel, pass (77¼ M.) *Dover Priory*, and reach (78 M.) *Dover Harbour*. Passengers for the Continent are carried on to the *Admiralty Pier*.

Dover, see p. 16.

3. Canterbury.

Railway Stations. 1. *Canterbury East* (Pl. C, 4) for London viâ Faversham and for Dover. — 2. *Canterbury West* (Pl. A, B, 1) for London viâ Ashford and for Ramsgate and Shorncliffe. — 3. *South Canterbury*, on the Shorncliffe line, 1 M. to the S. of the town.

Hotels. *County Hotel (Pl. a; C, 2), High St., R. from 4*s.*, D. 5*s.*; Fountain (Pl. b; C, 2), R. 4*s.* 6*d.*, D. 4*s.*; Rose (Pl. c; D, 2); Fleur-de-Lis (Pl. d; C, 2); Falstaff, by the West Gate (Pl. B, 1), unpretending, R. 3*s.*, D. 3*s.* 6*d.*; Fleece, R. from 2*s.* 6*d.*, D. 3*s.* — Temperance Hotels. Slatter's (Pl. e; C, 2), 8 and 11 St. Margaret's St., R. from 1*s.* 6*d.*-2*s.* 6*d.*, pens. 6-9*s.*, well spoken of; Baker's (Pl. f; D, 2), St. George's St.; Sunnyside, opposite Canterbury East station, plain. — *Railway Refreshment Rooms* at both the E. and the W. Stations.

Canterbury, the ecclesiastical metropolis of England, containing (1901) 24,868 inhab. and pleasantly situated on the *Stour*, which runs through it in two main branches, is an ancient city, with numerous quaint old houses, and has been the seat of an archbishop since the 6th century. The Archbishop of Canterbury bears the title

CANTERBURY
1:12 400
Foot
Mile
Metres
Canterbury West Station
Roper House
Dunstans Church
Police Stat.
Westgate Towers
Holy Cross Church
St Peters Church
Eastbridge Hospital
Beaney Inst.
Guild Hall
Theatre
Christchurch Gate
Marlowe
St Alphege Church
Archbishops Pal.
Cathedral
Kings School
Green Court
Deanery
St Augustine's College
Hospital
Sessions House
County Gaol
St Martin's Church
St Paul's Church
St Thomas's Ch
St Margaret's Church
St Georges Ch
St Mildreds Church
Castle
Dane John Mound
Canterbury East Station
Whitehall Road
Great Stour River
St Peter's Place
St Peters Lane
Burgate Str
Longport Street
Lane
St George's Place
New Dover Road
Dover Str
Old Dover Road
Lansdowne Road
Wallingstreet
St John's
Rose Lane
Rhodan
Cassington Rd
Vernon Pl
Oaten Hill
Upp Chantry Ln
Chantry Lane
Lt Bridge Str
Upr Bridge Str
Gravel Wk
Beercart L
Rose Mary Str
Mary's Str
Mon
Dover
London

Primate of All England, the Archbishop of York that of Primate of England (comp. p. 452). Canterbury contains extensive cavalry barracks and the army cavalry school.

The site of Canterbury was occupied in pre-Roman times by the British village of *Durwhern* ('*dwr*', water), which the Romans converted into one of the first military stations on the highroad to London, Latinizing the name as *Durovernum*. When the Saxons or Jutes invaded England they named it *Cantwarabyrig*, or burgh of the men of Kent, whence its present name is derived. Towards the end of the 6th cent. Queen Bertha founded a small Christian church on St. Martin's Hill, and in A.D. 597 St. Augustine arrived here from Rome to convert heathen England. King Ethelbert received him with great friendliness, and embraced Christianity with 10,000 of his people. Augustine was appointed Archbishop of All England, but Archbp. Theodore (668-93) was the first who obtained the practical recognition of his primacy from the English bishops, and it was not till after the murder of Thomas Becket (1170) that Canterbury became the undisputed centre of the religious life of England. The history of Canterbury merges, through the archbishops, to a great extent in that of the country at large. The names of *Dunstan* (960-88), *Lanfranc* (1070-89), *Anselm* (1093-1109), *Thomas Becket* (1162-70), *Stephen Langton* (1207-29), *Cranmer* (1533-56), *Pole* (1556-9), *Laud* (1633-60), and many others are inseparably connected with English political and social history. Since the Revolution, however, the attention of the primates has been more strictly confined to ecclesiastical affairs. — The present archbishop is the *Most Rev. Randall Thomas Davidson, D. D.*, translated in 1903. The income of the see is 15,000*l.*

Emerging from the *East Station* (Pl. C, 4), on the S.E. side of the town, we see in front of us the pleasure-grounds of the *Dane John* (Donjon), bounded on two sides by part of the old city-wall; the Dane John itself is a tumulus 80 ft. high, surmounted by an obelisk and commanding a good view. We turn to the left and then enter Castle St. to the right, where the Norman keep of the *Castle* (Pl. B, C, 4), now used as a coal-store, rises on the left. (At the back of the Castle, on the river Stour, stands *St. Mildred's Church*, Pl. B, 3, containing some Roman work.) At the end of Castle St. we cross *Watling Street* (p. 24) and then follow St. Margaret's St., passing *St. Margaret's Church* (Pl. C, 2), to High Street, which we reach opposite Mercery Lane, leading to the Cathedral.

From the *West Station* (Pl. B, 1) we follow Station Road to the right for about 100 yds., to St. Dunstan's St. (Pl. A, 1), part of the main thoroughfare leading straight (to the left) to High Street.

In the opposite direction (N.W.) St. Dunstan's St. leads to (3 min.) *St. Dunstan's Church* (Pl. A, 1), an edifice of the 14th cent., with a square and a semicircular tower. It contains the burial-vault of the Roper family, in which the head of Sir Thomas More (d. 1535) is said to lie, placed here by his daughter, Margaret Roper. On the other side of the street is the gateway of the Ropers' mansion.

On the S.E. St. Dunstan's St. is continued by Westgate Without to the *West Gate* (Pl. B, 1), a handsome embattled structure, built at the end of the 14th cent. on the site of a more ancient one, and the only city-gate now remaining. It contains an interesting collection of relics and antiquities (10-6; adm. 2*d.*). Just inside the gate, to the right, is the venerable-looking *Church of the Holy Cross* (Pl. B, 1; rebuilt at the same time as the gate and restored

in 1907), containing an ancient font, an old panelled ceiling (chancel), and some 'miserere' carvings. St. Peter's St. leads hence to *St. Peter's Church* (Pl. B, C, 1), a curious structure with Norman columns, a panelled ceiling, and some ancient glass. A little farther on we cross the Stour and enter the HIGH STREET, in which, immediately to the right, is *St. Thomas's* or *Eastbridge Hospital* (Pl. C, 2), originally erected by Thomas Becket for the accommodation of poor pilgrims (visitors admitted). On the opposite side of the street, farther on, is the *Beaney Institute* (1899), comprising a library and reading-room and now containing the *Museum* (open daily; free), with interesting collections of Roman and Anglo-Saxon antiquities, natural history, and geology. A few paces farther on is the *Guildhall* (Pl. C, 2), which contains portraits of local notabilities. In Guildhall St., here diverging to the left, is the *Theatre*. We have now again reached *Mercery Lane* (p. 29), so called because it used to be devoted to the sale of small wares to the pilgrims (medallions of St. Thomas, phials of holy water, etc.). At the S.W. (left) corner stood the *Chequers Inn*, the regular hostelry of the pilgrims (comp. Chaucer's 'Canterbury Tales'); some remains of the old inn may be traced in the court-yard entered from High Street. At the other end of Mercery Lane is the Butter Market, in which is a figure of the Lyric Muse, commemorating *Christopher Marlowe* (1564-93), the poet and dramatist, a native of Canterbury.

From the Butter Market we enter the cathedral-precincts by *Christchurch Gate*, a fine late-Perpendicular structure, erected by Prior Goldstone in 1517. From the gateway we obtain a good general view of the Cathedral, with its W. towers, its noble central tower, and its double set of transepts. The present ***Cathedral** (*Christchurch;* Pl. D, 1), which is the third church on the same site, represents architectural history extending over four centuries (1070-1495), but its general external appearance, at least when viewed from the W., is that of a magnificent building in the Perpendicular style. 'The history of Canterbury Cathedral has been so carefully preserved by contemporary records, and these have been so thoroughly investigated by Professor Willis, and compared with the existing structure, that we may almost put a date upon every stone of this magnificent fabric; it is, therefore, our best and safest guide in the study of the architecture of that period in England' *(Parker).* It is said that a Christian church, afterwards used as a pagan temple, was built here in Roman-British times by King Lucius; and that this was presented by Ethelbert, along with his palace, to St. Augustine (p. 29), who converted the buildings into a cathedral and monastery. Augustine's cathedral afterwards fell into decay and became more than once the prey of the flames and of the pillaging Danes, who carried off and murdered Archbp. Alphege in 1011; and at the time of the Norman Conquest it had almost entirely disappeared. *Lanfranc* (1070-89), the first Norman arch-

CANTERBURY CATHEDRAL.

bishop, accordingly undertook the erection of a completely new cathedral, a work which was continued by his successor *Anselm* and the *Priors Ernulph* and *Conrad*, and finished in 1130. The last-named completed the choir in such a magnificent style, that it was known as the 'Glorious Choir of Conrad'. The choir of this second or Norman cathedral (the church in which Becket was murdered) was burned down in 1174; and the present choir, in the Transition style from Norman to Early English, was erected in its place by the architect *William of Sens* (who may almost be said to have introduced the Pointed style into England) and his successor *William the Englishman* (1174-80). The old Norman nave and transepts remained intact for 200 years more, when they were replaced by the present Perpendicular structure (1378-1410), the main credit for which is generally given to *Prior Chillenden* (1390-1421). The great central tower (restored in 1906), called the *Bell Harry Tower*, was added by *Prior Goldstone* in 1495. The N. W. tower is modern, the older one having been pulled down (in 1834), with doubtful wisdom, to make way for one matching its S.W. neighbour. The principal dimensions of the cathedral are: total length 514 ft., length of choir 180 ft.; breadth of nave and aisles 71 ft.; height of the nave 80 ft., of choir 71 ft., of central tower 235 ft., of W. towers 152 ft.

The cathedral is open to visitors from 9.30 a.m. to 5 p.m. except during the daily services at 10 a.m. and 3 p.m. (4 p.m. from Nov. to March inclusive); a fee of 6*d.* is charged for admission to the choir and cloisters and another of 3*d.* for entering the crypt. At other hours, between 7 a.m. and 7 p.m., visitors are admitted to the cathedral for 1*s.* each (minimum 2*s.*) on application at the verger's house beside Christchurch Gate. The principal entrance is by the *South Porch*, built by Prior Chillenden in 1400, the niches of which are now, like those on the W. front, filled with modern figures of kings, archbishops, and other dignitaries connected with the history of the cathedral. Comp. *Dean Stanley's* 'Historical Memorials of Canterbury' and *Willis's* 'Architectural History of Canterbury Cathedral'.

Interior. The NAVE produces an effect of wonderful lightness in spite of its huge proportions. It is mainly the work of Prior Chillenden (see above). The stained glass is modern, except the great W. window, which is put together from fragments of old glass, pieced out by modern additions. The monuments are of little general interest. *Archbp. Benson* (1882-96), the first Protestant archbishop interred in the cathedral (comp. pp. 33, 45), is buried below the N.W. tower. On the arches of the piers of the great central tower may be seen the rebus of its builder, Prior Goldstone.

The NAVE TRANSEPTS are similar in style to the nave, though differing from it and from each other in details. Parts of Lanfranc's masonry seem to have been retained as the kernel of the walls and of the piers supporting the tower. The N.W. transept (known also as Martyrdom) was the scene of Thomas Becket's murder on 29th Dec., 1170. The four barons approached by the door on the W. side of the transept, leading from the cloisters, through which the Archbishop had previously entered the church, where Vespers were being sung. Becket refused to take

refuge either in the vaults or roof of the cathedral and was cut down by the murderers, standing in front of the wall (still *in situ*) between the chapel of St. Benedict and the passage to the crypt. What is believed to be the exact spot where he fell is marked by a small square incision in the pavement. The large window of this transept contains figures of Edward IV. (1461-83) and his queen, Elizabeth Woodville, who presented the window to the cathedral. Another window represents the life and death of Becket. To the E. of the transept, and separated from it by an open screen, is the *Lady Chapel* (1449-68), also called the *Deans' Chapel*, from the number of these dignitaries buried in it. It occupies the place of the Norman chapel of St. Benedict, mentioned above, and has a rich fan-vaulted roof. The corresponding chapel, opening from the S.W. transept, is dedicated to *St. Michael* and known as the *Warriors' Chapel*. It contains the tomb of *Archbp. Stephen Langton* (1207-29), the champion of national liberty against King John. Here also is the monument of *Margaret Holland*, daughter of the Earl of Kent, with her two husbands, the Earl of Somerset and the Duke of Clarence (son of Henry IV.).

The *Choir, one of the longest in England (180 ft.), is elevated several feet above the nave, a peculiarity which seldom occurs elsewhere among English cathedrals (comp. pp. 20, 55). The beautiful *Screen* between the nave and the choir is a work of the 15th cent., and is adorned with statues of six English kings. The grand Norman arches, supported by circular and octagonal piers alternately, here furnish a striking contrast to those of the nave. The triforium arcade with its combination of circular and pointed arches is an excellent example of the transition from Romanesque to Gothic, and recalls, in some respects, the cathedral of Sens, with which the architect must have been familiar. The visitor will note the singular curved outline of the choir, caused by the manner in which the walls trend inward at the E. end. This is due to the fact that William of Sens, wishing to preserve the towers of St. Anselm and St. Andrew, which had survived the fire that destroyed the earlier buildings, narrowed his choir here so as to pass between them. The screens separating the choir from its aisles were executed by Prior Estria in 1304-5; they are broken at intervals by the canopied tombs of archbishops, the most conspicuous of which is that of *Archbp. Chichele* (1414-43), founder of All Souls College (p. 252). The reredos, altar, and archbishop's throne are modern. The organ is ingeniously concealed in the triforium, and nothing of it is visible below except the manuals. Part of the stained glass of the choir-aisles dates from the 13th century. At the W. end is a painting of Becket's Death, by *Cross*. This aisle incorporates some remains of the earlier Norman choir, and the triforium windows of the N.E. Transept also are by Prior Ernulph. In this transept is the monument of *Archbp. Tait* (1811-82), by Boehm. At the E. end of the N. aisle is the entrance to St. Andrew's Tower (see above), the groundfloor of which is now used as a vestry. At the E. end of the S. aisle of the choir is the corresponding Tower of St. Anselm, also a survival from the older church, with a Decorated window inserted about 1335. The chapel contains the tombs of Archbps. *Anselm* (d. 1109; no monument), *Bradwardine* (d. 1349), and *Meopham* (d. 1333). Above it is an 'excubitorium' or small watching-chamber, with a grating looking into Trinity Chapel, used by the guardian of the treasures at Becket's shrine (see below). Among the monuments in the aisle are those of Archbishops *Simon of Sudbury* (1375-81 beheaded by Wat Tyler), *Stratford* (1333-69), *Kempe* (1452-4), *Fitz-Walter* (1193-1207), and *Reynolds* (1313-28). Some remarkable diaper work and other remains, incorporated in the S.E. screen, near Archbp. Stratford's memorial, are relics of *St. Dunstan's Shrine*, which used to stand to the S. of the high-altar.

From the E. end of the choir-aisles flights of steps ascend to the Trinity Chapel, which, with the 'Corona' behind it, is the work of *William the Englishman*, 'small in body, but in workmanship of many kinds acute and honest', who succeeded William of Sens, when that unfortunate architect was crippled by a fall from the clerestory. This was the site of the *Shrine of Thomas Becket*, who was canonized soon after his death and became the most popular of English saints. It

was, indeed, the fame of St. Thomas that made Canterbury Cathedral, which had previously been overshadowed by the adjoining Monastery of St. Augustine, the greatest centre of interest among the ecclesiastical establishments of England. His body was interred here in 1220, and the shrine was adorned with such magnificence that Erasmus, who visited it in 1512, tells us 'gold was the meanest thing to be seen'. The shrine was destroyed, its treasures confiscated, and the body of St. Thomas burned by Henry VIII. (1538); and the only remaining trace of the shrine is the pavement that surrounded it, worn away by the knees of thousands of pious pilgrims. [According to one version of the story, however, the relics were not burned but re-interred; and some remains found below in the crypt in a stone coffin in 1888 are believed by many to be those of Thomas Becket.] The *Stained Glass Windows* of the chapel, of the 13th cent., depict the miracles of St. Thomas. On the N. side of this chapel is the handsome marble *Monument of Henry IV.* (1399-1413), the only king buried in the cathedral. His tomb is shared by his second wife, *Joan of Navarre*. Behind the tomb is the *Chantry of Henry IV.* On the opposite side of Trinity Chapel is the Monument of *Edward, the Black Prince* (d. 1376), with a brazen effigy; above hang the prince's surcoat, gauntlets, helmet, and shield.

The extreme E. part of the cathedral is formed by the beautiful chapel called the °Corona, which formerly contained an altar with a fragment of Becket's skull. On the N. side stands the *Monument of Cardinal Pole* (d. 1559), the last Roman Catholic archbishop, and on the S. side is the *Monument of Archbp. Temple* (1821-1902). The Corona contains also the so-called *Chair of St. Augustine* (13th cent.), in which the archbishops sit at their installation.

The entrance to the °Crypt, which is very spacious, is from the S.W. transept. This is the crypt of the early Norman church, and it has been supposed that some of its pillars may even have belonged to the original Roman church on this site. About 1576 Queen Elizabeth placed the crypt at the disposal of the French and Flemish refugees in England, and its S. transept, or *Black Prince's Chantry*, is still occupied as a French church by their descendants. The unfounded tradition that the refugees erected their silk-looms in the crypt seems to be of comparatively recent date. The E. part of the crypt formed the *Chapel of Our Lady Undercroft* and was formerly very richly decorated. The body of Thomas Becket lay here for 50 years, and this was the scene of Henry II.'s penance. Traces of old painting have lately been brought to light in St. Gabriel's Chapel, on the S. side of the crypt. It is also worth noticing that some of the capitals in the crypt are only half-carved, their execution having probably been stopped by the fire of 1174. Recent restorations in the crypt have laid bare the original floor and revealed some old paintings on the ceiling.

Visitors who wish to enjoy the view from the top of the *Bell Harry* or *Central Tower* (235 ft.) must obtain permission from the Dean or the Canon in residence.

The precincts contain some interesting remains of the monastery, originally founded by St. Augustine and re-established by Lanfranc.

The Cloisters, in the late-Perpendicular style, are entered from the N.W. transept and are in good preservation. The coats-of-arms at the intersections of the arches are those of benefactors of the cathedral. On the N. side are two fine doorways, and in the N.W. corner is a curious hatch communicating with the cellarer's lodgings. — To the E. of the cloisters is the Chapter House, or *Sermon House* (restored 1897), to which the congregation retired after prayers; the lower part is E.E., the upper part was built at the beginning of the 15th century. The panelled ceiling is of Irish oak. The Chapter House is adjoined on the N. by the Library, an old Norman structure (restored), containing a collection of Bibles, Prayer Books, and MSS. Farther to the E. is the Norman Baptistery. — A passage called the '*Dark Entry*' (see the 'Ingoldsby Legends'), reached by steps descending from the N.E. transept, leads from the cathedral to the *Prior's Gateway* and the *Green Court*, which was formerly surrounded by monastic buildings. To the E. of it now lies the *Deanery*, and on the N.

is the old *Strangers' Hall*. The gate in the N.E. corner of the Green Court was formerly the entrance to this hall. — To the N. of the E. end of the cathedral is a passage called the *Brick Walk*, on the right side of which is a row of arches in an early-Norman style, belonging to the *Monks' Infirmary*. At the end of the Brick Walk is an old house called the *Maister Honors*, formerly the state-room of the priory.

A fine arched gateway in Palace Street, to the N.W., is the only relic of the old *Archbishop's Palace*, ruined by the Puritans during the primacy of Archbp. Laud. A new palace, on a modest scale, has recently been built in the vicinity.

At the N.W. corner of the Green Court (p. 33) is the *King's School* (Pl. D, 1), founded by Archbp. Theodore (7th cent.) 'for the study of Greek', and refounded by Henry VIII.; it numbers Marlowe (p. 30), Thurlow, Harvey (p. 15), and Robert Boyle among former pupils, and still enjoys a considerable reputation. The approach to the upper hall is by a beautiful external *Staircase, with open arcades at the sides, the only Norman structure of the kind in the country.

Next to the Cathedral, perhaps the most interesting object in Canterbury is the quaint little ***Church of St. Martin** (Pl. F, 1), the 'Mother Church of England'. It lies on the hill to the E., $^3/_4$ M. from the Cathedral, and is reached from Mercery Lane by Burgate St., Church St., and Longport St. The keys are kept at No. 26 in the last, but during the day the verger is generally at the church (adm. 3*d.*).

There is little doubt that there was a Christian church here in pre-Saxon days, which had been fitted up as a chapel for Queen Bertha, wife of Ethelbert (p. 29), prior to the arrival of St. Augustine. King Ethelbert is said to have been baptized here in the old font, the lower part of which is probably of Saxon date. An old stone coffin shown as that of Queen Bertha dates from about the 12th century. Part of the walls, which contain numerous Roman bricks, may belong to the original church: the chancel was rebuilt in the E. E. period. The so-called 'lepers' squints' are interesting. The stained glass is modern. — The churchyard commands a fine view of the city. On the tomb of *Dean Alford* (d. 1871) is the touching epitaph: 'Deversorium Viatoris Hierosolymam Proficiscentis' ('the inn of a traveller on his way to Jerusalem').

On the way to St. Martin's we pass, at the corner of Longport St., one of the gates of the old *Monastery of St. Augustine (Pl. E, 1, 2), now restored and occupied as a *Missionary College*. The main **Gate* (1300), by which we enter, is in Monastery St., a little to the left; open 1.15 to 5.30 during term, 11 to 5.30 in the vacations (adm. 6*d.*).

The monastery, established by St. Augustine, was seized by Henry VIII. for a palace, and after passing through various private hands was bought in 1844 by Mr. Beresford Hope, who converted it from a brewery into the present college (1846), incorporating as much as possible of the old monastery. — The tasteful modern buildings of the College, on three sides of a fine court, include a large *Library*, with a valuable Oriental collection, below which is a crypt containing the *Coleridge Missionary Museum*; a *Chapel*; picturesque *Cloisters*; and a *Hall*, being the Guest Hall of the old monastery, with its original oaken roof.

In *St. Augustine's Abbey Field*, to the right, are the remains of the old *Abbey Church*, and in the grounds of the adjoining hospital are the scanty ruins of *St. Pancras*, said to be the first church dedicated by St. Augustine. St. Augustine, King Ethelbert, and Queen Bertha were buried in the cemetery of the monastery.

Among the remaining points of interest in Canterbury may be enumerated *St. John's Hospital*, founded by Lanfranc, in Northgate St., to the N. of the Cathedral; *St. Alphege's Church* (Pl. C, 1), near the W. end of the Cathedral, dedicated to the martyred archbishop (p. 30) and containing some old brasses; *St. Stephen's*, with some Norman work, near the East Station; the ruins of *St. Sepulchre's Nunnery*, where Elizabeth Barton, the 'Holy Maid of Kent', was a nun (temp. Henry VIII.), to the S. of the city; and the modern Roman Catholic *Church of St. Thomas* (Pl. D, 4), with an elaborately adorned interior. Parts of the old *City Wall* are visible in Broad St., to the E. of the Cathedral.

About 1½ M. to the W. of Canterbury, on the London road, is the village of *Harbledown* (perhaps the 'Bob up-and-down' of Chaucer), with the *Hospital of St. Nicholas*, originally founded for lepers by Archbp. Lanfranc. No part of the present buildings is ancient, except portions of the church, which has Norman pillars and arches on one side, E.E. on the other, and an open timber-roof. Fine view of Canterbury. — *Barfreston Church* (p. 28) is 10 M. to the S.W. — Coaches to *Herne Bay*, *Margate*, and *Ramsgate*, see pp. 26, 27.

From Canterbury West to Folkestone, 19½ M., Elham Valley Railway in 51-53 min. (fares 3*s.* 2*d.*, 2*s.*, 1*s.* 4*d.*). — 2 M. *South Canterbury* is close to the county cricket-ground, where the cricket-festival known as the 'Canterbury Week' is celebrated in the first week of August. — 4 M. *Bridge* has a Norman and E.E. church. — Richard Hooker (1554-1600) is buried at the church of (5½ M.) *Bishopsbourne*, of which he was rector from 1595. — 7½ M. *Barham*; 11½ M. *Elham*. The church of SS. Mary and Eadburg at (13½ M.) *Lyminge* is an interesting structure, the oldest part of which dates from the 10th cent.; adjacent are the remains of a 7th cent. church. — 17¾ M. *Shorncliffe Camp* and thence to (19½ M.) *Folkestone Junction*, see p. 14.

From Canterbury West railways run also to (12 M.) *Ashford* (see p. 14), to (15 M.) *Ramsgate* via *Minster* (p. 27), and to (6 M.) *Whitstable* (p. 25).

4. From London to Hastings.

62 M. South Eastern & Chatham Railway from *Charing Cross*, *London Bridge*, and *Cannon St.* in 2-3½ hrs. (fares 10*s.* 6*d.*, 6*s.* 7*d.*, 5*s.* 0½*d.*; return 18*s.* 4*d.*, 13*s.* 2*d.*, 10*s.* 1*d.*).

There is also another and longer route (76 M., in 2-4 hrs.; same fares) by the London, Brighton, & South Coast Railway from *Victoria* and *London Bridge* via *Lewes*, *Polegate*, and *Bexhill*.

From London to (29½ M.) *Tonbridge*, see R. 2a. The Ashford and Folkestone trains here turn to the E., while the Hastings train runs due S. — 32¾ M. *Southborough* (p. 37).

34½ M. **Tunbridge Wells.** — **Hotels.** Calverley, near the S.E. Railway Station, R. from 5*s.* 6*d.*, D. 5*s.* 6*d.*; Earl's Court, R. from 3*s.* 6*d.*, D. 5*s.*, pens. from 12*s.* 6*d.* (less in winter); Royal Mount Ephraim, D. 4*s.*, good; Wellington; these three on Mount Ephraim, with view of the Common; Spa Hotel, facing the Common, with baths and extensive grounds including a golf-course, R. from 4*s.* 6*d.*, D. 5*s.*; Molyneux Park Private Hotel, R. from 4*s.* 6*d.*, D. 5*s.* 6*d.*-5*s.*, pens. 2½-4 guineas per week; Grand (formerly *Royal Kentish*), facing the Common; Carlton, Eridge Road; Norfolk, Church Road, Alexandra, temperance hotels; Swan, Castle, commercial, at both R. from 3*s.* 6*d.* — In the vicinity: Camden, at *Pembury*, 3 M. to the N., R. 3*s.*, pens. 7*s.* 6*d.*; Hand & Sceptre, at *Southborough* (p. 37). — Numerous *Boarding Houses* and *Lodgings*.

Railway Stations. *S. E. & C. R. Station*, near the top of High St.; *L. B. S. C. Station*, Eridge Road, near the Pantiles.

Cabs. Per mile, 1st class (1-5 pers.) 1*s.*, 2nd class (1-4 pers.) 10*d.*; each addit. ½ M. 6*d.*, 5*d.*; per hour 3*s.*, 2*s.* Between midnight and 6 a.m. fare and a half. Luggage up to 100 lbs. free.

Post Office, Vale Road. — **Baths** in Monson Road and at the Spa Hotel; *Open Air Swimming Baths*, at the foot of Quarry Road.

Opera House, at the top of Mount Pleasant. — A band plays in the Pantiles (12-1 p.m. and 7-9 a.m.), etc., daily in summer.

Tunbridge Wells, one of the most popular inland watering-places in England, with 33,873 inhab., is finely situated in a hilly district on the borders of Kent and Sussex, and owes its present favour rather to its pretty surroundings and invigorating air than to its somewhat weak chalybeate springs. The springs were discovered by Lord North about 1606, and Tunbridge soon became a fashionable watering-place. Somewhat later it seems to have been a favourite resort of the Puritans, who have left traces of their partiality in such names as Mount Ephraim and Mount Zion; and it is still specially affected by adherents of the Evangelical school. The season is at its height in August and September.

The most prominent architectural feature of the town is the **Pantiles, or Parade,** deriving its name from the earlier style of pavement. Many of the houses in the Parade are very quaint and picturesque; and it is still, as in the days of Queen Anne and the Georges, the favourite promenade of the visitors. It also contains many of the best shops, including several for the sale of 'Tunbridge Ware', or small articles in wood-mosaic. The *Assembly Rooms*, or *Great Hall*, are opposite the S.E. Station; the *Pump Room* is at one end and the chief mineral spring at the other end of the Pantiles (water 1*d.* per glass, 2*s.* per week). In the *Town Hall*, in Calverley Road, is preserved Nelson's original memorandum of his plan of attack at Trafalgar (shown daily 10-4, Sat. 10-1; adm. 1 *s.* on Tues., Thurs., & Sat., other days free).

The Environs of Tunbridge Wells are undulating and beautifully wooded, affording charming rambles in every direction. The soil dries quickly after rain. The favourite short walks are to the *Toad Rock*, on *Rusthall Common*, 1 M. to the W., and to the *High Rocks* (adm. 6*d.*), 1¼ M. to the S. W., both good examples of the fantastic shapes assumed by sandstone rocks in the process of unequal disintegration. A round of about 3½ M. will include both.

Penshurst Place (p. 13), 6 M. to the N. W., may be reached by railway viâ Tonbridge (comp. p. 18). Walkers, however, will find the route viâ *Bidborough* very pleasant; and they may extend their excursion to *Hever* (p. 13) and *Edenbridge* (p. 13), returning from the last by train. — About 6 M. to the S.E. lies *Bayham Abbey* (p. 13) and about 2 M. farther on is *Lamberhurst* (p. 13). The return walk may be shortened by taking the train from *Frant* (p. 37). — A very pleasant round may be made as follows. We follow the road leading S. from the Wells to (2 M.) *Frant*, and walk thence to the W. across **Eridge Park* (Marquis of Abergavenny; castle not shown), and past the **Eridge Rocks* (open to visitors on Frid.) at *Eridge Green*, to (2½ M.) *Eridge* station. Or we may turn to the N.W. at Eridge Green and cross *Broadwater Wood*, either to (2 M.) *Groombridge* (see p. 37) or to the (2 M.) *High Rocks* (see above). — Excursion to *Bodiam Castle*, from Robertsbridge, see p. 37.

The little town of *Southborough*, halfway between Tunbridge Wells (omnibuses) and Tonbridge, also possesses a chalybeate spring and is frequented by those who wish quieter and somewhat cheaper quarters.

From Tunbridge Wells to Eastbourne, 30 M., railway in 1½ hr. (fares 4s. 9d., 3s., 2s. 3½d.). — 3 M. *Groombridge*, the junction of lines to Three Bridges (p. 47), Lewes (p. 42), and Edenbridge (p. 13), Croydon, and London. 6 M. *Eridge* (see p. 36). — 11 M. *Mayfield*, a village with some quaint timbered houses and an old **Palace* of the Archbishops of Canterbury, now a nunnery (adm. 3-4). This was a favourite residence of the archbishops from Dunstan (d. 988) to Cranmer (d. 1556) and dates mainly from about 1350, with later additions. The Great Hall, now the Chapel, is nearly 70 ft. long. — 22½ M. *Hailsham*, 3¾ M. to the W. of Hurstmonceaux (p. 42); 25 M. *Polegate Junction* (p. 43). — 30 M. *Eastbourne*, see p. 43.

From Tunbridge Wells to Brighton, 32 M., railway in 1-2 hrs. (fares 4s. 10d., 3s. 3d., 2s. 6d.). This route diverges to the right of the Eastbourne line beyond (5 M.) *Eridge* (p. 36). — 8½ M. *Crowborough* (Crowborough Beacon Hotel; Crest Hotel), a high-lying summer-resort with excellent golf-links. 15½ M. *Uckfield*, an agricultural town (2497 inhab.). 20½ M. *Barcombe Mills*. — 24 M. *Lewes* (p. 42). Thence to (32 M.) *Brighton*, see p. 42.

Beyond Tunbridge Wells the train enters Sussex. 37 M. *Frant*; the village (*Inn) lies on a hill 1 M. to the W., on the E. edge of *Eridge Park* (p. 36). — 39 M. *Wadhurst*, with curious iron tombstones in the church and churchyard; 44½ M. *Ticehurst Road*; 47½ M. *Etchingham*, with a fine Dec. church. — 49¼ M. *Robertsbridge* (George, R. from 2s. 6d., D. 3s. 6d.-5s. 6d.), with the remains of a Cistercian abbey (12th cent.), 1 M. to the E. of the station.

From Robertsbridge to Headcorn, 24 M., light railway in 1-2 hrs. (fares 3s. 6d., 2s.). — 4 M. *Bodiam* (Castle Hotel). *Bodiam Castle (adm. 6d., on Frid. 1s.), 5 min. from the station, is a splendid example of a 14th cent. fortress (ca. 1396), surrounded by a broad moat and possessing fine gateways, machicolated parapets, a portcullis, etc. It is nearly square in ground-plan, with circular towers at the corners and rectangular ones between them. — 16 M. *Tenterden Town* (Woolpack, R. or D. 3s.) has a fine church, the Perp. tower of which has been held responsible for the Goodwin Sands (see p. 27). — 24 M. *Headcorn*, see p. 14.

55½ M. **Battle** *(Star; George)*, an old town with 2996 inhab. famous for the abbey founded here by William the Conqueror (see below). To reach the (½ M.) town and abbey, we turn to the left on leaving the station and then to the right, soon skirting the wall enclosing the abbey precincts. To the right lies the *Parish Church*, a building in the transition style between Norman and E.E., with Dec. and Perp. additions (restored). It contains a few brasses and the fine tomb of *Sir Anthony Browne* (p. 38), with effigies of him and his wife. In the churchyard, close to the E. end of the church, is the grave of *Isaac Ingall*, a servant of one of the owners of the abbey, stated on his tombstone to have died in 1798 at the age of 120. — A little beyond the church we come in sight of the abbey gateway, in the open space in front of which still remains the old ring used in bull-baiting (50 yds. from the gate).

***Battle Abbey**, one of the most interesting and venerable historical monuments in England, was founded by William the Conqueror in fulfilment of a vow made by him during the battle fought here

with Harold, the English king, in 1066. Though generally known as the 'Battle of Hastings', the battle is more accurately named after the heights of *Senlac*, on which William found the Saxons entrenched behind a stockade on his march from Pevensey (p. 42), and which lie a short distance to the S.E. of the town of Battle. The abbey, indeed, stands on the very spot where Harold fell. The abbey was entrusted to the care of the Benedictine Order, and the minster was consecrated in 1095. At the Reformation (1538) it was presented to *Sir Anthony Browne*, Henry VIII.'s Master of the Horse, who converted the monastic buildings into a private dwelling-house and added a banqueting-hall.

The grounds and ruins of the abbey are open on Tues. to visitors provided with tickets (6*d.*; at the Estate Office). Visitors are conducted through the ruins in parties by a guide (no gratuity), and in the summer months the crowds of excursionists from Hastings are very large.

We enter the precincts of the abbey by a fine late Decorated **Gatehouse* (1338), described by Nathaniel Hawthorne ('English Note-Books') as 'the perfect reality of a Gothic battlement and gateway'. The longer (E.) wing was formerly the almonry, while the W. wing is now fitted up as a porter's lodge. Beyond the gateway we find ourselves in a large grassy court, on the E. (left) side of which stand the abbey buildings, the portions visible to us (named from left to right) being the *Abbot's Lodge*, the *Porch*, the *Abbot's Hall*, and the *Library* (modern). From the *Terrace*, at the S. end, we enjoy a fine view of the battlefield, with the heights of *Telham*, whence the Normans first caught sight of their foe, on the other side of the valley. This terrace marks the site of the old *Guest House*, afterwards replaced by Sir Anthony Browne's *Banqueting Hall*, itself pulled down about 1750. Two turrets at the W. end and some traces of the windows and fire-places are the only remains. From the terrace we are conducted past the W. front of the abbey and round the N. end of it to the old *Cloisters*, one fine arcade of which is still visible, forming the E. external wall of the present edifice. Farther to the E., on somewhat higher ground than the rest of the abbey, lie the picturesque E. E. ruins of the **Refectory* (wrongly described as the dormitory), with interesting vaulted chambers below, described as the *Day Room*, the *Monks' Parlour*, and the *Calefactory* or *Scriptorium*. The last part of the ruins shown on ordinary occasions is the *Abbey Church of St. Martin*, which extended from the N. side of the Abbot's Lodge on the W. to a point opposite the Parish Church (outside the wall) on the E., a distance of fully 300 ft. The scanty remains of this large edifice consist merely of a few piers and stones at the E. end; and nearly the whole area is now a garden, containing some fine old yews and cedars. The High Altar is supposed to have stood on the spot on which the body of Harold was found after the battle, but the altar pointed out by the guide is in reality that of the Lady Chapel. — The so called 'Roll of Battle Abbey', containing a list of the Norman nobles who came over with the Conqueror, is a forgery composed at a time when a Norman lineage had become fashionable. The original is believed to have been burned in 1793 at Cowdray (p. 62).

On leaving the abbey gateway the tourist will find vehicles ready to take him to **Normanhurst**, the handsome modern residence of Lord Brassey, which lies 3 M. to the W. (fare there and back 1*s.*-2*s.* each; adm., on Tues., 1*s.*, by ticket obtained at the Battle booksellers' or at Whittaker's Library, St. Leonards). The house is finely situated, commanding a most extensive **View*.

At (57½ M.) *Crowhurst Junction* a branch-line to *Bexhill* (4½ M.; p. 41) diverges on the right. Crowhurst possesses the remains of an old manor-house and a gigantic churchyard yew. Our train descends

Statute Miles 1:126,700 Kilometres
Robertsbridge
Sedlescombe
Brede
Rye
Battle
Westfield
Whiteland
Holmgton
Ore
HASTINGS
St. LEONARDS
Bohemia
Hilton
Bexhill
Belmont
Alexandra Park
Priory Avenue
Harrow Road
Marina
Pevensey
Normanhurst
Ashburnham Park
Mount Pleasant
Wellington Square
Wellington Place
Pelham Crescent
Robertson Terrace
Cambridge Road
Wellington Road
Grosvenor Crescent
Grosvenor Gardens
Sidley Green
Cole Wood
Church Wood
Forest Wood
Crowhurst
Beaumont Park
Cockmartins
Maplehurst Wood
Whiteland Wood
Westfield Moor
Pit Lane
Broomham
Gt. Ridge
Buona Vista
St. Helens Wood
Silverhill
Ore Sta.
Alexandra Pk.
Bohemia
Hastings Sta.
West Sta.
Marina Sta.
Coast guard
Pier
Tanks
Priory Rd.
St. Clements Ch.
London Rd.
Old London Rd.
St. Georges Road
Emmanuel Rd.
Emmanuel Ch.
Mimus Rock
Rom. Cath. Ch.
All Saints Ch.
All Saints Street
The Elms
West Hill
East Hill
St. Clements Ch.
Castle
Central Cricket Ground
Stanley Road
Hillyard Road
Tackleway
Pelham Arch
Pelham Pl.
Pelham Terrace
Pelham Crescent
Wellington Square
Wellington Place
Wellington Road
Robertson Terrace
Cambridge

towards the sea and soon reaches the (61½ M.) *Warrior Square Station* of *St. Leonards* (see below).

62 M. **Hastings.** — **Railway Stations.** *Central* or *Hastings Station* (Pl. A, 3) of the S. E. & C. R., at the top of Havelock Road, Hastings, also used by the L. B. S. C. trains; *Warrior Square Station*, *St. Leonards* (used by both companies), at the top of King's Road; *West Marina*, or *Bopeep* (L. B. S. C.), *West St. Leonards* (S. E. & C. R.), both situated at the extreme W. end of the town. — The hotels send *Flys* to meet the principal trains; *Cab* to most of the hotels 1*s.* 6*d.* (first-class) or 1*s.* (second-class).

Hotels. *Queen's (Pl. a; B, 4), Carlisle Parade, facing the sea, ¼ M. from the railway-station and the pier; Palace (Pl. b; A, 4), to the E. of the Pier, R. or D. 5*s.*, pens. from 9*s.*; Albany (Pl. c; B, 4), Robertson Terrace, near the Queen's, R. from 2*s.* 6*d.*, D. 4*s.* 6*d.*; Castle (Pl. f; B, 4), Wellington Square, R. 3*s.*, D. 4*s.* 6*d.*; Royal Oak, Castle St., commercial; Grosvenor, White Rock, pens. from 7*s.* 6*d.* — At St. Leonards: *Royal Victoria, Marina, R. from 4*s.*, B. 2*s.*-3*s.*, D. 5*s.*, facing the sea; Eversfield, R. 4*s.* 6*d.*, B. 2*s.*, D. 5*s.*, Alexandra, R. from 4*s.*, B. 2*s.*-2*s.* 6*d.*, D. 5*s.*, both in Eversfield Place and close to the sea; Sussex, on the Esplanade, near West Marina Station; Warrior House, Warrior Square. — Hydropathic Establishment (Pl. h; D, 2), Old London Road, Hastings. — *Private Hotels, Furnished Apartments*, and *Boarding Houses* in all parts of the town.

Restaurants. At the *Queen's Hotel*, see above; *Ballard*, 17 Castle St.; *Addison*, 32 Rock Place; *Buffet* at the Hastings Station.

Theatres. *Gaiety*, Queen's Road; *Hippodrome* (varieties), Pelham Place; entertainments in the *Pier Pavilions*.

Electric Tramways. From the *Albert Memorial:* 1. *Circular Route* viâ St. Helen's Ridge, Silverhill, and Bohemia Road back to the Memorial (9 M.; 6*d.*). 2. To *Hollington* viâ Silverhill. 3. To *St. Helen's* viâ Christ Church, Ore. 4. To *Bexhill* (5½ M.) and *Cooden* (8 M.) by the sea-front viâ Bopeep and West Marina. — 5. From the *Grand Parade* to *Silverhill* viâ London Road. — 6. From the *Old Town Terminus* (High St.) to *Christ Church, Ore.* — Omnibus from the Memorial to High Street.

Cabs. First-class cabs for 1-2 pers. 2*s.* 6*d.* per hr., for more than 2 pers. 3*s.*, each addit. ¼ hr. 8*d.* & 9*d.*; per mile for 2 pers. 1*s.*, 3 pers. 1*s.* 6*d.*, more than 3 pers. 2*s.*, each addit. ½ M. 6*d.* or 9*d.* Second-class cabs for 1-3 pers. 2*s.* per hr., 1*s.* per mile. Each article of luggage carried outside, 2*d.*

Pleasure Boats. *Rowing Boat*, per hr. 2*s.* 6*d.*, each addit. ½ hr. 1*s.*; *Sailing Boat*, 5-10*s.* per hr. according to size. Excursion in *Sailing Yachts*, 1*s.* each person. — *Excursion Steamer* to *Eastbourne*, *Brighton*, *Dover*, etc.

Golf Courses at Filsham Park, 1 M. from West Marina Station, and on the East Cliff.

Baths. *Hastings Baths*, White Rock Place, with a very large swimming-basin and Turkish baths, baths 1*s.*-2*s.* 6*d.*; *Hydropathic & Spa* (see above), with baths of all kinds; *Royal Baths*, at St. Leonards, opposite the Victoria Hotel; *Public Corporation Baths*, Bourne St.

Bathing Places for ladies and gentlemen at several points along the beach, indicated by notice-boards. In rough weather the bathers are advised not to quit their hold of the rope attached to the bathing-machines.

Hastings and *St. Leonards* are now virtually one town with (1901) 65,528 inhab., in great repute as a bathing-resort and winter-residence. St. Leonards forms the W. end of the double town and is purely a watering-place, consisting mainly of rows of well-built lodging-houses, while the easternmost part of Hastings retains the picturesque appearance of an old-fashioned fishing-town and seaport. The sea-front of 3 M., along which runs a fine esplanade, is very striking. The best view of it, with the hills behind and the ruins of the castle, is obtained from the end of the **Promenade Pier** (adm. 2*d.*), which runs out into the sea for more than 900 ft.

The name of Hastings is indissolubly connected with the battle by which the government of England passed from the Saxons to the Normans, though it was fought at a spot 7 M. distant (p. 38). Hastings was one of the Cinque Ports (p. 16), but its harbour has now practically disappeared. Traces of an early settlement here have been discovered submerged in the sea, which seems to have made great encroachments on this part of the coast.

On the *West Hill*, above Hastings, are the ruins of the old ***Castle** (Pl. C, 3, 4; adm. 3*d.*), of the history of which little is known, though it claims William the Conqueror as its founder or restorer. The ruins are, to use Hawthorne's phrase, 'somewhat scanty and scraggling', but the grounds in which they stand command a splendid view of the town and sea, extending on the W. to *Beachy Head* (p. 44). The West Hill Lift (2*d.*), at the W. end of George St., facilitates access to the castle.

A little to the N.E. of the Castle the hill is partly undermined by *St. Clement's Caves* (adm. 6*d.*; illuminated in the season after 2 p.m.), originally excavated for obtaining sand, and afterwards a resort of smugglers. The steps near the lighthouse descend to *St. Clement's Church* (Pl. C, 3), one of the oldest in Hastings (Perp.; restored), whence we may proceed to the left (N.) along High Street. At the upper end of this street is the Roman Catholic church of *St. Mary Star of the Sea.* Close by is the old *Church of All Saints* (Pl. D, 3), a Perp. edifice with a fine W. window. We may return hence to the beach through All Saints' St. and visit the quaint fishing quarter of *Old Hastings,* with its boats drawn up on the beach and its lofty black sheds for holding the nets. The fish are sometimes sold on the beach here by 'Dutch Auction', and there is also a covered *Fish Market.*

The W. part of Hastings and St. Leonards contain little calling for special mention. In the centre of the town is the *Albert Memorial* (Pl. 1; B, 4), a Gothic clock-tower erected in honour of the late Prince Consort. A little to the W., in Claremont, is the *Brassey Institution*, presented to the town by Lord Brassey, containing a library and museum (free). Farther to the W., the handsome **St. Leonard's Pier** (adm. 2*d.*), projects into the sea from the Marina.

An attractive walk may be taken to the E. of Hastings to (2½ M.) *Fairlight Glen*, a pretty little wooded valley, and (3 M.) the *Lovers' Seat*, a rocky ledge commanding a splendid view. The best route is the path crossing the *East Hill* (250 ft.), reached by steps from the Fish Market or by the East Hill Lift (2*d.*) at the E. end of Rock a Nore Road. On the hill are golf-links and recreation-grounds (fine view of Hastings). After visiting (1 M.) the prettily wooded *Ecclesbourne Glen*, we follow the path along the top of the cliffs. We may vary the return-route by turning landward from the 'Dripping Well', at the head of Fairlight Glen, and ascending past a farm to (¼ M.) the highroad, which leads back to Hastings viâ *Ore*, a N. suburb, on St. Helen's Down.

Excursion Brakes ply on Tues. in summer to (7 M.) *Battle* and (9 M.) *Normanhurst* (see p. 38; fare for the round 4*s.*), and this drive may be extended to *Ashburnham Place* (not shown), the seat of the Earl of Ashburnham, containing some relics of Charles I. (shirt worn at his execution, etc.). — Another lovely drive (excursion-brake on Thurs.; 4*s.* 6*d.*) may be taken to (12 M.) *Bodiam Castle* (p. 37), viâ the charming village of (6 M.) *Sedlescombe*, with its interesting church, and back by *Northiam* (near which

is an old timbered house) and *Brede*. — Other excursions may be made (usually by railway) to *Hurstmonceaux Castle* (p. 42), *Pevensey* (p. 42), *Crowhurst* (p. 38), *Eastbourne* (p. 43), *Winchelsea* and *Rye* (see below), etc.

FROM HASTINGS (Central Station) TO RYE AND ASHFORD, 27 M., railway in 1 hr. (fares 4*s*. 6*d*., 2*s*. 10*d*., 2*s*. 2½*d*.; to Rye 1*s*. 10*d*., 1*s*. 2*d*., 11*d*.).

9 M. Winchelsea (*New Inn*), an ancient but decayed town, one of the two 'Ancient Towns' associated with the Cinque Ports (p. 16), stands upon a hill rising abruptly from the marshes, 1¼ M. from the rail. station. It possesses various memorials of its former importance, the most immediately striking of which are the width and regularity of its streets. The **Church of St. Thomas* (Becket), an important early-Decorated structure (ca. 1300), of which the nave has long since been destroyed (if ever completed), contains some good monuments. A little to the S.E. of the church is the *Friars*, a modern mansion built with the materials of an old Franciscan monastery, of which part of the chapel (1310) remains (adm. on Mon.). Winchelsea was formerly a walled town, and three of the old gates are still standing: *Pipe Well Gate*, *Strand Gate*, and *Land* or *Ferry Gate*. The old *Town Well* has a Gothic canopy. — Near the sea, about halfway between Winchelsea and Rye, is *Camber Castle*, one of the coast-defences erected by Henry VIII. *Icklesham*, 1½ M. to the W., has a Norman church.

11 M. Rye (*George; Cinque Ports*), another decayed seaport, ruined, like Winchelsea, by the retirement of the sea, and also situated on a rocky hill, was the other 'Ancient Town' (p. 16). Starting from the Cinque Ports Hotel (3 min. from the rail. station) we proceed to the left, along Tower St., to (3 min.) the *Land Gate*, the only one remaining. Beyond the gate we turn to the left into Fishmarket Road, from which a (4 min.) flight of steps ascends to the right to the *Ypres Tower*, which was erected as a watch-tower in the 12th cent. and is said to derive its name from William de Ypres, Earl of Kent. It now contains a small museum. A little farther on we reach the large *Church* (restored in 1882), which is partly Norman and partly E.E., with windows inserted at a later date. The pendulum of the tower-clock swings inside the church. — Lion St. leads to the N. from the church to High St., which it reaches nearly opposite *Peacock's School* (1636), attended by Thackeray's Denis Duval. To the right in Conduit Hill, leaving the High Street at the George Hotel, is the chapel of the *Austin Friary*. By following High St. towards the W., we reach (3 min.) the quaint old **Mermaid Street*, with the *Mermaid Inn* (now a private hotel and club). — After the Revocation of the Edict of Nantes many French refugees settled in Rye, and have left their mark on the names of the present inhabitants. At a later date it was a great resort of smugglers. — From Rye an omnibus plies to (10 M.) *Tenterden* (p. 37) and a steam-tramway (fares 2-6*d*.) to (1½ M.) *Rye Harbour* or *Camber* (Royal William Hotel, pens. 9*s*.), at the mouth of the *Rother*, with excellent golf-links and a little shipping.

Beyond Rye the train traverses *Romney Marsh*, an extensive level tract with rich pastures. From (18 M.) *Appledore* a branch-line diverges on the right to *Lydd*, forking there for *Dungeness*, with its lighthouse, on the S., and for *New Romney* (Ship), formerly one of the Cinque Ports on the N.E. Adjoining Romney is *Littlestone-on-Sea*, with two golf-courses. Motor-car from Romney to *Dymchurch* and *Hythe*, see p. 14. — 21 M. *Ham Street*.

27 M. *Ashford*, see p. 14.

FROM HASTINGS TO BRIGHTON, 34 M., railway in 1¼-2 hrs. (fares 5*s*. 4*d*., 3*s*. 7*d*., 2*s*. 10*d*.). ½ M. *St. Leonards* (*Warrior Square Station*); 1½ M. *St. Leonards* (*West Marina Station*). — 4½ M. Bexhill-on-Sea (**Sackville*, R. from 4*s*. 6*d*., D. 5*s*.; **Métropole*, R. from 4*s*., pens. 12*s*. 6*d*.; *Granville*, R. from 4*s*., D. 5*s*., pens. 63*s*. per week; *Bexhill Hydro Hotel*; *Devonshire*, R. or D. 3*s*. 6*d*.; *Riposo*, pens. from 8*s*., *Glyne Hall*, pens. 7*s*.-10*s*. 6*d*., two private hotels), a rising seaside-resort, with an esplanade, a 'Kursaal', a cycling boulevard (2*d*.), and a good golf-course. From the S.E. & C.R. Station, at the W. end of the town, a branch-railway runs viâ *Sidley* and *Crowhurst* (p. 38) to (6 M.) Battle (p. 37). The old village of *Bexhill* (Bell), with an old church of St. Peter (E.E.; 14th cent.), lies ½ M. inland. Electric tramway to

Hastings and to *Cooden*, see p. 3?. — Close to (11 M.) *Pevensey & Westham* (Royal Oak Inn; Pevensey Bay Hotel, R. from 3*s*., D. from 3*s* , pens. 7*s*. 6*d*.-10*s*., at Pevensey Bay) is *Westham Church*, a fine building, partly Norman. *Pevensey Castle (adm. free) consists of two distinct parts, an outer fortress of Roman origin and an inner late-Norman one of the 12th century. The Roman wall, still about 20 ft. high at places, encloses a space of about 10 acres and is strengthened at intervals by round towers; this was the Roman *Anderida*. The Norman castle occupies the S.E. corner of this enclosure. Pevensey is the reputed landing-place of William the Conqueror. *Pevensey Church*, to the E. of the Castle, is Early English. The coast here is lined with martello towers. — About 4$^1/_3$ M. to the N. of Pevensey (and 3$^3/_4$ M. to the E. of Hailsham, p. 37) is *Hurstmonceaux Castle (Wed. & Thurs. 2*s*. 6*d*., other days 6*d*.), an interesting and beautiful example of a fortified mansion of the 15th cent., built of brick (now roofless). *Hurstmonceaux Church*, $^1/_4$ M. to the W., is also interesting for its monuments. *Archdeacon Hare* (d. 1855) is buried beneath the great yew in the churchyard. — At (14$^1/_2$ M.) *Polegate Junction* (p. 43) we join the line from Eastbourne to London and follow it to (26 M.) *Lewes* (see below). Beyond (30$^1/_2$ M.) *Falmer* a long tunnel is passed through. As we approach Brighton we see on the right *Stanmer Park* (Earl of Chichester), which contains relics of Cromwell and portraits by Kneller, Reynolds, etc.; to the left, farther on, are the Brighton *Cavalry Barracks* (Pl. F, 2). Beyond (33$^1/_2$ M.) *London Road* the train passes through a tunnel, crosses the London road by a fine carved viaduct, 73 ft. high and 400 yds. long, and enters the Central Station at (34 M.) *Brighton* (p. 48).

5. From London to Eastbourne. Newhaven.

65 M. London, Brighton, and South Coast Railway, from *Victoria* or *London Bridge*, in 1$^1/_2$-2$^3/_4$ hrs. (fares 10*s*., 6*s*., 4*s*. 8*d*.; return 17*s*., 11*s*. 6*d*., 9*s*. 4*d*.). — To *Newhaven*, 57 M., in 1$^1/_3$-2$^3/_4$ hrs. (fares 9*s*. 4*d*., 5*s*. 8*d*., 4*s*. 8*d*.; return 16*s*. 4*d*., 10*s*. 6*d*., 9*s*. 4*d*.).

Another but longer (2$^1/_2$-3$^1/_4$ hrs.) route to Eastbourne leads viâ *Oxted* (p. 45) and *Groombridge* (p. 37).

From London to (37$^1/_2$ M.) *Hayward's Heath*, see R. 6. At (40$^1/_2$ M.) *Wivelsfield* (p. 48) our line diverges to the left. — 44$^1/_2$ M. *Plumpton*; 47$^1/_2$ M. *Cooksbridge*.

50 M. **Lewes** (*White Hart*, opposite the County Hall, R. 3-7*s*.; *Crown*, High St.; *Rail. Refreshment Rooms*), the county-town of Sussex, with 11,249 inhab., is a quaint old place, situated in the heart of the *South Downs*. The old *Castle* dates from the Norman period and has a good gateway and a well-preserved keep containing a small museum (adm. 6*d*.); fine view from the tower. The *Priory of St. Pancras*, a picturesque ruin to the S. of the town, was founded by Gundrada, step-daughter of William the Conqueror (adm. by special permission only). The Norman church of *St. John's*, *Southover*, has a modern chapel, now containing the leaden coffins of Gundrada and her husband, William de Warenne. The *Town Hall* (built in 1893) contains a fine old staircase of carved oak. The *Fitzroy Memorial Library* was designed by Sir G. G. Scott. — About 2$^1/_2$ M. to the W. is *Mt. Harry*, where Henry III. was defeated by Simon de Montfort in 1264.

Lewes is the junction of lines to *Brighton* on the W. (see above), to *Newhaven* and *Seaford* (see p. 43) on the S., and to *East Grinstead*, *Groombridge*, *East Croydon*, etc. (p. 45) on the N.

From Lewes to Newhaven and Seaford, 9 M., railway in 15-20 minutes. 6¼ M. **Newhaven** (*Ship*, R. 2*s.* 6*d.*, D. 3*s.*; *Bridge Inn*, R. 2*s.*, D. 2*s.* 6*d.*), at the mouth of the *Ouse*, possesses a modern fort and an interesting church with a Norman tower and apsidal chancel of the 12th century. The Continental boat-trains halt only at (6½ M.) *Newhaven Harbour* (London and Paris Hotel, R. 3*s.*, D. 3*s.* 6*d.*; Rail. Rfmt. Rooms), whence steam-packets ply twice daily to Dieppe in 3½-4 hrs. (comp. p. xxi). Other trains go on to (9 M.) *Seaford* (Bay Hotel; Esplanade Hotel, R. from 4*s.* 6*d.*, D. 5*s.*), a sea-bathing and golfing resort.

The line now skirts *Mount Caburn* and *Firle Beacon* (718 ft.), both of which command extensive views. 53 M. *Glynde*. About 2½ M. to the S. of (57½ M.) *Berwick* is *Alfriston* (Star, with old carvings), with an interesting church and a 14th cent. clergy-house (restored). — To the right is the '*Long Man of Wilmington*', a figure, 240 ft. high, cut out on the side of the hill (p. 44); it is supposed to be of Celtic origin, perhaps the 'God of Journeying' mentioned by Cæsar, and has been restored.

61 M. **Polegate Junction** *(Rail. Rfmt. Rooms)*, the point of divergence for lines to Hailsham and Tunbridge Wells (p. 37) and to Bexhill and Hastings (p. 42).

65 M. **Eastbourne.** — **Hotels.** *Grand, Grand Parade, R. 4*s.* 6*d.*-7*s.* 6*d.*, B. 3*s.*, D. 5*s.* 6*d.*, with Turkish and other baths; *Queen's, R. from 4*s.* 6*d.*, D. 5*s.* 6*d.*, pens. from 10*s.* 6*d.*; *Albion, R. from 4*s.* 6*d.*, D. 5*s.*, pens. from 3*l.* 3*s.* weekly; *Anchor, Marine Parade; *Cavendish, R. 5*s.*, D. 5*s.* 6*d.*; *Burlington, R. from 5*s.*, D. 5*s.* 6*d.*; these all first-class, facing the sea. — Alexandra, Grand Parade, R. 3*s.*, pens. 10*s.*; Gildredge (commercial); Diplock's, R. 3*s.*; Carlton (temperance), R. orD. 2*s.* 6*d.* — *Hydro Hotel, South Cliff. Numerous *Private Hotels, Boarding Houses*, and *Lodgings*. — *Railway Rfmt. Rooms; Royal Restaurant*, Terminus Road.

Motor-Cabs, for 1-5 pers., 1*s.* per mile, 6*d.* each addit. ½ M.; per hr. 3*s.*, for each ¼ hr. addit. 9*d.*; 2nd and 3rd class vehicles at lower rates. — **Motor-Omnibus** between the town and the station 2*d.* — **Coach** to Brighton in summer (return-fare 12*s.* 6*d.*), starting from the Albion Hotel.

Steamers to *Brighton*, *Hastings*, *Folkestone*, and *Dover*; less frequently to *Isle of Wight*, *Portsmouth*, *Boulogne*.

Bathing. *Bathing Machine* 9*d.*, per doz. tickets 8*s.* Bathe off the pier-head before 9 a.m. 4*d.* — **Baths.** **Devonshire Swimming Baths*, among the largest in Europe; *Victoria Baths*, Victoria Place; *Grand Hotel Turkish Baths*.

Amusements. Devonshire Park (p. 44; adm. 6*d.*) contains a *Theatre*, a *Pavilion* (concerts and balls), a *Floral Hall* (roller-skating rink and concerts), a *Lecture Hall*, *Lawn-Tennis Courts*, *Croquet Lawns*, a *Racquet Court*, and refreshment rooms. — Theatres. *Devonshire Park* (see above); *Pier Pavilion* (p. 44); *Hippodrome* (varieties), Seaside Road. — Golf Links behind *Compton Place* (p. 44) and near *Willingdon*, 2 M. to the W. (2*s.*-2*s.* 6*d.* per day, 10*s.* per week).

Eastbourne, a fashionable and flourishing seaside-resort, lies near the S.E. end of the *South Downs*, and consists of the new town on the sea, with an attractively laid out sea-front nearly 3 M. in length, and the old town 1½ M. inland. Pop. (1908) 50,000. From the station Terminus Road and its continuation, Victoria Place, lead to the S. to the substantial *Esplanade*, about 1 M. in length, at the E. end of which is the *Great Redoubt*, a circular battery mounting 11 guns, while near the W. end is a martello tower known as the '*Wish*', now containing a marine museum

(adm. 3*d.*). Near Splash Point an iron *Pier* (adm. 2*d.*), terminating in a spacious *Pavilion* (p. 43), juts out into the sea for a distance of 1000 ft. The attractive grounds of *Devonshire Park* (adm., see p. 43), near the Wish Tower, with its bands and entertainments, at all times a favourite resort, are especially so during the South of England Lawn Tennis Tournament in September. Farther to the W. lies a handsome residential quarter, with attractive villas. — In Old Eastbourne, about 1 M. to the N. of the station, is the old parish-church of *St. Mary*, an interesting E.E. edifice, with a Norman chancel-arch. Opposite is the *Lamb Inn*, below which is a vaulted crypt, also of the E.E. period. — *Compton Place*, a seat of the Duke of Devonshire, lies between the old and new towns.

About 3 M. to the S. W. of Eastbourne the South Downs terminate in ***Beachy Head** ('Beauchef'; 575 ft.), a bold chalk headland, rising almost sheer from the sea (fine view). It may be reached either by the 'Duke's Road' (carr. there and back with stay of 1/2 hr., 6*s.*) or by a footpath along the cliffs. On the top is the *Beachy Head Hotel* (pens. 12*s.* 6*d.*), under the same management as the Queen's Hotel (p. 43). The old *Belle Toute Lighthouse* (rfmts.), 2 M. farther to the W., has been superseded by a lighthouse (142 ft. high) on the foreshore, below the cliff.

Excursions. Excursion-brakes or motor-cars run to *Battle* (p. 37), *Beachy Head*, *Hurstmonceaux* (p. 42), *Pevensey Castle* (p. 42), etc. Pedestrians may walk across the Downs to the N.W. to (7 M.) the scanty remains of *Wilmington Priory*, an offshoot of a Benedictine abbey in Normandy. The 'Wilmington Giant' (p. 43) is a little to the S. This walk may be extended to *Lullington*, 1 1/2 M. to the S., with what claims to be the smallest church in England (20 ft. square externally), or to *Michelham Priory*, an Augustine foundation of the 13th cent., 4 M. to the N. The latter was once fortified and is now a farm-house, but there are many interesting remains of the old buildings. Michelham is 3 M. from Berwick (p. 43) and 2 1/2 M. from Hailsham (p. 37).

From Eastbourne to *Tunbridge Wells*, see p. 37; to *Brighton* and to *Hastings*, see p. 42.

6. From London to Brighton.

51 M. Railway (L., B., & S. C.) from *London Bridge* and *Victoria* stations in 1-2 1/3 hrs. Fares 8*s.* 6*d.*, 5*s.*, 4*s.* 2 1/2*d.*; return-tickets 15*s.*, 9*s.* 6*d.*, 8*s.* 5*d.* The 'Southern Belle' express, leaving London daily (incl. Sun.) at 11 a.m. and Brighton at 5.45 p.m. (Sun. at 5 p.m. and 9.30 p.m.), consists of Pullman carriages only (return-fare, for the same day, 12*s.*). Cheap fares by certain other trains also. The line from Victoria unites with the line from London Bridge at (10 1/4 M.) *East Croydon*. Alternative route thence viâ East Grinstead and Lewes, see p. 45.

Mr. Vanderbilt's Coaches ply daily in summer in both directions between London (Victoria Hotel) and (53 M.) Brighton (Métropole Hotel) in 6 1/2 hrs. (fare 10*s.*, outside 15*s.*; box-seat 5*s.* extra). The district traversed is fertile and picturesque.

Leaving London Bridge the train traverses, by means of a lofty viaduct, 2 1/2 M. in length, the manufacturing and unattractive district of *Bermondsey*, and passes various suburban stations (see *Baedeker's Handbook for London*). 7 M. *Penge;* 7 1/2 M. *Anerley.*

To the left stands the dark-red *Freemasons' Asylum*. Beyond Anerley, on an eminence to the right, is the *Surrey County Industrial School*, where upwards of 1000 poor children are brought up.

At (8½ M.) **Norwood Junction** *(Rail. Rfmt. Rooms)*, the station for the pretty and growing suburb of *South Norwood*, the line is joined by one of the West End branches of the same company from Victoria. Just before joining the main line this branch traverses **Upper Norwood** *(Queen's Hotel; Crystal Palace)*, one of the chief residential suburbs on the S. side of London (station at *Gipsy Hill*).

In a wooded vale about 1 M. to the S. of Upper Norwood lay *Beulah Spa*, once much frequented, but now built over. On Beulah Hill is the *Beulah Spa Residential Hotel* (*7s.* 6*d.*-12*s.* per day; Turkish and other baths). Near it is *Streatham*, where Dr. Johnson often visited Mr. and Mrs. Thrale. — From Norwood diverges a branch to *Epsom* and *Dorking* (comp. p. 60).

10¼ M. *East Croydon*, one of the five stations at **Croydon** *(*Greyhound*, R. 3*s.* 6*d.*, D. 3*s.*; *Crown; Rail. Refreshment Rooms)*, with (1901) 133,885 inhab., now practically forming a suburb of London. The lower part of the town contains the extensive remains of an *Archiepiscopal Palace*, formerly the country-residence of the Archbishops of Canterbury, including the lofty dining-hall and the chapel (16th cent.; shown 2-6). The *Church of St. John the Baptist*, originally built at the beginning of the 15th cent., destroyed by fire in 1867, and re-erected by Sir G. G. Scott, contains the tombs of several archbishops and of John S. Copley (d. 1815), the painter. Near the middle of the town is *Whitgift's Hospital*, an Elizabethan institution, connected with which is a large grammar-school. In High St. is the *Grand Theatre and Opera House*.

Pedestrians will find that the following round of 10 to 12 M., with its numerous views of characteristic English scenery, will amply repay the fatigue (comp. Map, p. 12). Starting from Croydon, we proceed first to the S. to (2½ M.) *Sanderstead*, a pretty village, with an interesting church and park, which we reach by following the Brighton road (tramway) to the Red Deer Inn and then turning to the left. [A slight détour to the left will take us by picturesque footpaths to *Crohamhurst* (pron. Croomhurst).] At Sanderstead we turn to the left (E.) and walk to (2½ M.) *Addington*, where the former country-house of the Archbishop of Canterbury is situated; the church, of which the interior is Norman, is interesting to antiquarians. Archbps. Manners-Sutton (d. 1828), Howley (d. 1848), Longley (d. 1868), and Tait (d. 1882), are buried in the churchyard. From Addington we proceed to the N. (left) to (1½ M.) *West Wickham*, with an ancient church, ¾ M. to the S. of which is the picturesque ivy-clad country-seat of *Wickham Court*. From Wickham we may return to Croydon direct, across the *Addington Hills*, in 1¼ hr.

From East Croydon to Lewes viâ Oxted, 39½ M., railway in 2 hrs. (*6s.6d., 4s. 1d., 3s. 3d.*). This line offers an alternative but less convenient route to Brighton and to Eastbourne. — 1¼ M. *Selsdon Road;* 2 M. *Sanderstead* (see above); 5 M. *Upper Warlingham;* 6¾ M. *Woldingham*. — From (10 M.) Oxted (for *Limpsfield*) a branch (14 M.) diverges viâ *Edenbridge* (p. 13) and *Hever* (p. 13) to *Groombridge* (p. 37; for Tunbridge Wells and Eastbourne). — 19½ M. *East Grinstead* (Dorset Arms, R. 5*s.*, D. 4*s.* 6*d.*; Crown; Rail. Rfmt. Rooms), a pleasant town with 5180 inhab., is the junction for Three Bridges (p. 47), on the W., and Groombridge (p. 37), on the E. — 26 M. *Horsted Keynes* was the retirement and burial-place of Archbp. Leighton (d. 1684), whose house, Broadhurst, may still be seen. A branch-line hence joins the main Brighton line at Hayward's Heath (p. 48). — 30½ M. *Sheffield Park*. At *Fletching*,

3 M. to the E. (or 2 M. through Sheffield Park, for which permission must be obtained), is the church in which Edward Gibbon (d. 1794) is interred. — Beyond (35¾ M.) *Barcombe* we join the line from Tunbridge Wells to Brighton (p. 37). — 39½ M. *Lewes* (p. 42).

On the left, beyond (10½ M.) *South Croydon*, is *Purley House*, where John Horne Tooke (1736-1812) wrote his 'Diversions of Purley'. On a hill to the right beyond (12 M.) *Purley Oaks* are the *Warehousemen and Clerks' Schools*, founded in 1854 (300 children).

From (13 M.) *Purley* branch-lines diverge to *Caterham* (4½ M. to the S.E.) and to *Tattenham Corner* (*Epsom Downs*; to the W.), the latter running through the pretty *Chipstead Valley*. To the left is the *Reedham Orphan Asylum* (300 children), founded by the Rev. Andrew Reed. — From (14½ M.) *Stoat's Nest* to Earlswood (p. 47) express trains follow a parallel line avoiding the intervening stations. Other trains run viâ (15 M.) *Coulsdon* (S.E. & C.R. station), to the right of which is *Cane Hill Lunatic Asylum*. The line penetrates the *North Downs* by a deep cutting (2 M. long) and a tunnel upwards of 1 M. long, at the end of which lies *Merstham*, a station of the S.E. & C.R. only, with a 12th cent. church (restored). On the right we obtain a view of *Gatton Park* (Sir Jeremiah Colman; see below).

An interesting walk may be taken through *Gatton Park* to (5 M.) *Reigate* (see below). The rich carvings in the church at Gatton are of Belgian workmanship; the beautiful altar and pulpit came from Nuremberg, and are ascribed to Albrecht Dürer. The *Great Hall at Gatton Park (adm. on week-days) is adorned with rare marbles from Rome, terracotta plaques, statues, and frescoes by Joseph Severn. Gatton is notorious for having been among the rottenest of rotten boroughs, from one (1541-2) to seven electors sending two members to parliament. The quaint old *Town Hall*, in which the elections were held, stands in the grounds of Gatton Park, opposite the mansion, and may be visited by permission.

Just before reaching Redhill we pass *St. Anne's Asylum*, accommodating 350 children. — 21 M. **Redhill** (*Laker's; Warwick Arms; Rail. Refreshment Rooms*), with about 15,000 inhab., an important junction (see below). To the left, ¾ M. distant, is the admirably organized Agricultural School of the *Philanthropic Society*, a reformatory for about 300 young criminals (visitors admitted). This society was founded in 1788, and is the parent of about 100 similar institutions in England.

From Redhill to *Tonbridge* (*Dover*), see p. 13.

From Redhill to Guildford, 20½ M., S.E. & C. Railway in ¾-1 hr. (fares 3*s.* 6*d.*, 2*s.* 3*d.*, 1*s.* 8½*d.*), the continuation of the line from Tonbridge, traversing a very picturesque district. Comp. Map, p. 61.

2 M. **Reigate** (*White Hart*, with pleasant gardens, R. 4*s.* 6*d.*-5*s.*, D. 4*s.*; *Grapes*, R. 3*s.* 6*d.*, D. 2*s.* 6*d.*), a pleasant-looking old town with 25,993 inhab., lying in the midst of very attractive scenery, is a favourite residence of London merchants. 'Reigate Sand' is much in request for florists and glass-makers. Below the remains of the old *Castle* is the *Barons' Cave*, in which, according to a baseless tradition, the barons met to concert the terms of Magna Charta. The castle-grounds are prettily laid out. The *Parish Church*, restored by Sir G. G. Scott, contains curious monuments and some early pillars in the nave. — To the S. of the town are *Reigate Priory* (Lady Henry Somerset), with pleasant grounds, and *Reigate Park*, commanding a beautiful view. — To the W., on the way to Dorking, lies *Reigate Heath*, a pleasant spot for a ramble. — From (1½ M.) *Reigate*

Hill, to the N. of the town, is obtained a charming 'View of the Weald of Sussex, enclosed between the North and South Downs. The fort on this hill forms part of the defences of London. The descent may be made on the N. side, along the 'Pilgrims' Way', to (1½ M.) *Gatton* (p. 46). — Pedestrians will find themselves repaid by walking from Reigate to (6 M.) *Dorking* (see below), either by the highroad across Reigate Heath (see p. 46) and through Betchworth, or by following the ridge of the North Downs to Box Hill (see below) and then descending to the left.

Beyond Reigate the train continues to skirt the S. base of the *North Downs*. 4½ M. *Betchworth*, a pretty village on the *Mole*, the banks of which between this and Dorking are very picturesque. *Betchworth Park* (p. 60) lies 1½ M. farther to the W., and may be crossed by those approaching Dorking on foot. — 7 M. *Boxhill* lies at the foot of the hill (590 ft.; charming view) so named from the box-plants with which it is covered. The descent may be made on the W. side of the hill to *Burford Bridge*, with a good inn, in which Keats wrote his 'Endymion' (room shown). — 8 M. **Dorking**, see p. 60. 12½ M. *Gomshall* is the station for the villages of *Gomshall* (Black Horse) and *Shere* (*White Horse), the latter a charming little place, 1 M. to the W. of the station, with a picturesque church and a timber built parsonage. About 2½ M. to the S.E. of the station is *Abinger* (Abinger Hatch), a small village with an interesting and very early church and the old stocks and whipping-post. Gomshall is also the nearest station to (2¼ M.) *Wotton* (p. 61).

16½ M. **Chilworth** is the station for *Albury*, a village about 1 M. to the N.E., the most prominent feature in which is the large *Irvingite Church* in the Perp. style, built by the late Mr. Drummond. The old *Church*, said to be the most ancient in the county, has been converted into a mortuary chapel (no adm.). Both churches are in *Albury Park*, which now belongs to the Duke of Northumberland, son-in-law of Mr. Drummond. Mr. Martin Tupper (1810-89), of 'Proverbial Philosophy' fame, lived at Albury. The village of *Chilworth*, a little to the W. of the station, is the best starting-point for a visit to (½ hr.) **St. Martha's Church** (key kept at Albury Rectory), which occupies an isolated and conspicuous position on the hill above it. This interesting Norman edifice is supposed to have been erected for the use of pilgrims on their way to Canterbury; and a trace of its old purpose remains in the quasi-pilgrimage still made to it on Good Friday by the people of the neighbourhood. The *View from the church is very extensive.

Beyond (18½ M.) *Shalford* the train crosses the Wey, turns to the right through a tunnel, and reaches (20½ M.) **Guildford** (p. 61).

[From Guildford this branch of the S. E. & C. R. is continued to *Ash* (the junction of a short branch to *Aldershot Town*), *Aldershot* (N. Camp; comp. p. 76), *Farnborough* (p. 77), *Blackwater* (White Hart; the station for *Sandhurst Military College*), *Wellington College* (a well-known public school with 400 boys), *Wokingham*, *Earley*, and (46 M.) *Reading* (see p. 113).]

21½ M. *Earlswood*, beyond which, on the left, is the handsome and well-known *Asylum for Idiots* (600 inmates), also founded by the Rev. Andrew Reed (see p. 46; open to visitors on Tues.). The train now crosses two tributaries of the small river *Mole*, and 2 M. beyond (25½ M.) *Horley* (Chequers) enters Sussex.

29 M. **Three Bridges** *(Rail. Rfmt. Rooms)*, the junction of lines to *East Grinstead* (p. 45) and *Tunbridge Wells* (p. 35) on the E., and to *Horsham* (p. 62) and *Ford Junction* (see p. 53) on the W.

At Worth *(Guildford Hotel)*, a small village about 1½ M. from Three Bridges, is a diminutive **Church*, dating certainly from before the Conquest, but spoiled by modern restoration. The beautiful **Forest of Worth* is a favourite resort of painters.

The line next traverses a portion of the very ancient *Tilgate Forest*, crosses another branch of the Mole, and, threading a tunnel

3/4 M. in length, reaches (33 M.) *Balcombe* (inn), whence a picturesque walk may be taken to (5 M.) *Slaugham*, with the extensive ruins of *Slaugham Place*, a Jacobean mansion, and (11 M.) Horsham (p. 62). In the park of *Leonardslee*, at *Lower Beeding*, 2 M. from Slaugham, kangaroos and beavers have been acclimatized. Beyond Balcombe the train crosses the valley of the *Ouse* by means of a viaduct of 37 arches, 1400 ft. long and 100 ft. high in the middle. To the left we obtain a view of *Ardingley College*, a school for 450 boys. — 37 1/2 M. *Hayward's Heath* (Station Hotel).

To the W. (2 1/2 M.; omnibus, 6*d.*) is the pleasing little town of *Cuckfield* (King's Head; Talbot), with *Cuckfield Park*, a mansion in a fine park, in the vicinity (the 'Rookwood' of W. H. Ainsworth). — Branch-lines diverge from Hayward's Heath to *Horsted Keynes* (p. 45) and to *Lewes* (Newhaven, Eastbourne, Hastings; see p. 42).

To the left lies the *Sussex Lunatic Asylum*. 40 1/2 M. *Wivelsfield* (p. 42), a junction for Lewes (Newhaven, Eastbourne, Hastings); 41 1/2 M. *Burgess Hill*; 43 1/2 M. *Hassocks* (Downs Hotel). *Ditchling Beacon* (858 ft.; wide view), 3 M. to the E., is the highest point in Sussex. On the top are remains of an ancient entrenchment, probably of Roman origin.

Hurstpierpoint Park, 2 1/2 M. to the W. of Hassocks, deserves a visit for the sake of its noble old oaks. *Wolstonbury Beacon*, in the neighbourhood, shows traces of a cruciform camp, probably British. The walk across the *South Downs*, past the *Devil's Dyke* (p. 52), to Brighton, a distance of about 8 M., is very interesting. On the Downs graze about half a million sheep, yielding the famous 'South Down mutton'.

The line passes through the range of the South Down Hills by means of the *Clayton Tunnel*, which is 2250 yds. in length, and takes 2 min. to traverse. Beyond it is a short tunnel. On the left we see a portion of *Stanmer Park* (p. 42). At (49 1/2 M.) *Preston Park* (Pl. B, 2) the through-carriages for *Hove* and *Worthing* (p. 53) are detached from our train, which descends to the Central Station at —

51 M. **Brighton.** — **Railway Stations.** The *Central Station* (Pl. D, (E, 4) is at the N. end of Queen's Road and is connected with the suburban stations of *Preston Park* (Pl. B, 2; see above), *Hove* (Pl. A, 4; p. 52), *London Road* (Pl. E, 3; p. 42), *Lewes Road* (Pl. F, 3), and *Kemp Town* (Pl. F, G, 5; p. 52; railway motor-car to the last in 10 min.).

Hotels. On the *Esplanade*, facing the sea. To the W. of West Street (Pl. D, 6): Métropole (Pl. b; D, 6), R. from 5*s.* 6*d.*, B. 2*s.*-3*s.* 6*d.*, déj. 4*s.*, D. 6*s.*, pens. from 4*l.* 10*s.* per week; Grand Hotel (Pl. a; D, 6), R. from 5*s.*, L. 3*s.* 6*d.*, D. 6*s.*; *Bedford (Pl. c; C, 6), R. from 5*s.*, D. 6*s.*; *Norfolk Pl. d; C, 6); King's (Pl. h; C, 6), R. from 4*s.* 6*d.*, D. 5*s.*; Curzon (Pl. i; C, 6), pens. from 9*s.* 6*d.*; *Sillwood Hall, near the W. Pier, with garden, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; Princes (Pl. p; B, 6), pens. from 12*s.* 6*d.* To the E. of West Street: Victoria (Pl. q; D, 6), R. from 4*s.* 6*d.*, D. 3*s.* 6*d.*, pens. from 10*s.* 6*d.*; Hamblin's (Pl. e; D, E, 6); *Old Ship (Pl. f), D. 5*s.*; Queen's (Pl. k), R. from 4*s.*, D. 4*s.* 6*d.*; Royal York (Pl. m; E, 6), R. from 4*s.*, D. 5*s.*; Albion (Pl. n), under reconstruction; Lion Mansion (Pl. l); Albemarle (Pl. x; E, 6), R. or D. 4*s.*; Marine Mansion (Pl. r; E, 6), pens. from 8*s.*; Pier, D. 5*s.*; New Steine Hotel (Pl. s; F, 6), pens. 7-9*s.*; Royal Crescent (Pl. w; G, 6), farther to the E., on the Marine Parade, R. from 5*s.* 6*d.*, D. 5*s.* — The hotels in the streets to the N. of the Esplanade are cheaper, and some of them are quite near the sea: New Ship (Pl. t; E, 6), Ship Street, R. from 3*s.* 6*d.*, D. 3*s.*-4*s.* 6*d.*; Blenheim House, Marlborough Place (Pl. E, 5), pens. from 7*s.* 6*d.*;

London
Withdean Court
Chap.
Withdean Hall
Warndean
The Pleasaunce
Tongdean Farm
Withdean
Withdean Lo
Springfield Villa
Woodslee
Grave Lo.
Vernon Lo
Dyke Road Nursery
Lower Tongdean
Elms Lea
Preston Park Sta.
PRESTON
Reservoir
Vicarage
Cricket Ground
St Peter's Ch.
Hillbarn Pond
Preston Park
Hove Recreation Ground
Museum
Convent
PRESTON
St Luke's Ch.
Old Shoreham Road
Hove Sta.
Tunnel
Electric Light Works
Goldstone Ho
Goldstone Barn
Hove Farm
Shoreham
Conway Str
Ellen Str
Clarendon Road
Livingstone Rd
Shirley Str
Goldstone Road
Clarendon Villas
Blatchington Rd
Holy Trinity Ch.
County Cricket Ground
St Ann's Well Wild Gardens
Children's Hospital
St Michael's Ch.
CLIFTON
HOVE
St Stephen's Ch.
St Andrew's Ch.
Town Hall
St John Western
the Baptist's Ch
VILLE
WEST
BRIGHTON
Christ Ch.
Post Off
Coast Guard
Shoreham Road
The Lawns
The Hove Sea Wall Esplanade
Kings Road
Baths
ENGLISH
Weather

Wagner & Debes' Geog. Estabt. Leipzig

Gloucester (Pl. u; E, 5), North Steine; Chatfield's (Pl. z; D, 6), West St.; Pavilion (Pl. y; E, 6), Castle Sq., pens. from 10*s*. 6*d*.; White Lion (Pl. v; D, 5), Queen's Road, commercial; Royal (temperance), 131 Queen's Road, R. from 4*s*., D. 3*s*., pens. from 7*s*. 6*d*.; Central (temperance), 19 Old Steine (Pl. E, 6), R. or D. from 2*s*. 6*d*. — In *Queen's Road* are several small second-class houses, suitable for single gentlemen only (R. 1*s*. 6*d*.-2*s*., D. 1*s*. 6*d*.-2*s*. 6*d*.). — The numerous Boarding Houses are usually comfortable, and, except during the height of the season, not exorbitant (5*s*. 6*d*.-10*s*. 6*d*. per day).

Restaurants at most of the hotels. Also, *Mutton's*, 82 King's Road; *Booth* (L. 2*s*. 6*d*., D. 3*s*. 6*d*.), *Café Royal* (D. 3*s*. 6*d*.), East St. (Pl. E, 6); *Concert Hall (Mellison's)*, *Sweeting's Oyster & Luncheon Rooms*, West St. (Pl. D, 6); *The Cairo* (temperance; D. 2*s*. 6*d*.), North Street. — *Bodega*, 10 Ship St. (Pl. E, 6). — Confectioners: *Mutton's*, Esplanade; *Forfar*, Western Road; *Booth*, *Fuller*, East Street. — Ices: *Fuller*, 18 East Street; *Mikado*, Esplanade.

Baths. The *Sea-bathing Stations* are in front of the Esplanade; the beach is stony; mixed bathing at all points. Bathing-machines (with towels, etc.) for gentlemen 6*d*., for ladies 9*d*. Before 9 a.m. and after 6.30 p.m. machines are not compulsory at the public bathing-places to the E. and W. of the pier, indicated by notice-boards. Swimmers may bathe from the pier-head between 6 a.m. and 1 p.m. — **Turkish Baths*, 59 West Street, bath 2*s*. 6*d*., after 6 p.m. 1*s*. 6*d*. (reserved for ladies on Tues. and Frid.); *Métropole Turkish Baths*, at the Hôtel Métropole (p. 48); **Brill's Baths*, 77 and 78 East Street, near the Esplanade; *Public Swimming Baths*, North Road, adm. 3*d*.; *Hove Baths*, Medina Esplanade (Pl. A, 6).

Theatres. *Royal* (Pl. E, 5), New Road; *Grand* (Pl. E, 5), North Road; *Aquarium* (p. 51). — **Music Halls.** *Brighton Alhambra*, 85 King's Road; *Hippodrome*, Middle St.; *Court*, New Road. — *Concert Hall and Skating Rink*, West Street. — Dramatic entertainments in the *Pier Pavilions*. — Promenade and other **Concerts** are frequently given in the Pavilion, the Pavilion Grounds, and the Dome (p. 51). Municipal orchestra at the Aquarium (p. 51).

Post & Telegraph Office (Pl. E, 6), Ship Street.

Cabs. *First-class* (1-4 pers.), per hr. 3*s*., per mile 1*s*.; to the hotels on the Parade 1*s*. 6*d*.-2*s* *Second-class* (1-2 pers.), per hr. 2*s*. 6*d*., per mile and a half 1*s*.; to the nearer hotels 1*s*. and to the more distant 1*s*. 6*d*. — **Motor Taxicabs**, 1*s*. per mile, waiting 3*s*. per hour. — Fare and a half between 12 and 2 a.m., double fare from 2 to 6 a.m. — For each article of luggage carried outside, when there are more than 2 passengers, 3*d*. — *Porter* to the nearer hotels, 3*d*. per package.

Electric Tramways from the *Aquarium Terminus* (Pl. E, 6) to the *Central Station*; to the top of *Dyke Road* (2¾ M.; 2*d*.); to *Preston Drove* viâ Beaconsfield Road, returning viâ Ditchling Road (4 M.; 3½*d*. return); to top of *Elm Grove* (2 M.; 2*d*.); from *St. James's St.* (Pl. F, 6) to the *Race Hill*, etc. *Tourist Cars* start from the Aquarium Terminus at 11 a.m. and 2.45 p.m. (June-Oct. inclusive) and make a tour of 9 M. through the town, accompanied by a guide (2 hrs.; fare 1*s*.). — **Motor Omnibuses** run at frequent intervals through the principal thoroughfares to *Hove*, *Kemp Town*, *Rottingdean* (6*d*.), and *Portslade*. — **Electric Railway** from the Aquarium viâ *Kemp Town* to *Black Rock* (2½*d*.; return 4*d*.). — **Motor Cars** run eight times daily from the Aquarium to *Shoreham* (6*d*.), *Lancing* (9*d*.), and *Worthing* (1*s*.). — **Coach** daily from Old Ship Hotel to *Hassocks* (p. 48) and back; to *London*, see p. 44.

Boats. *Sailing-boats*, 5-10*s*. per hr., according to size; *Rowing-boats*, 2*s*. 6*d*. per hr. Without boatmen, cheaper. Sailing parties are organized by the boatmen in summer, each passenger paying 1*s*. — In summer *Steamers* make excursions to Hastings, Eastbourne, the Isle of Wight, etc.

Sussex County Cricket Ground (Pl. B, 4, 5), at Hove. — *Hove Rink & Lawn Tennis Courts*, Selborne Road, ¼ M. from Hove (adm. 6*d*.). *Lawn Tennis Courts* also in Preston Road and Preston Park (Pl. D, 3; 3*d*.). — *Golf* is played on the Downs (four courses) and at *Hollingbury Park* (Pl. E, 1).

Brighton Races in June and Aug., on the racecourse on White Hawk Down, to the E. of the town (p. 52). — Good *Hunting* in the neighbourhood.

Brighton, the most frequented seaside-resort in the British Islands, with a population of (1909) 173,000 (including Hove) and an annual influx of over 50,000 tourists and visitors, lies on the slope of a hill, in the middle of a broad and shallow bay, which is terminated on the W. by *Selsey Bill* (p. 56), and on the E. by *Beachy Head* (p. 44). Its chief attractions are its clear and bracing air, the fine expanse of sea bordered by white chalk cliffs, its bathing facilities, and its gay crowds of visitors. Thackeray highly appreciated these advantages and has sung the praises of 'Dr. Brighton' in '*The Newcomes*'. The former reproach, that this 'London-by-the-Sea' was made up of 'wind, glare, and fashion', has been removed by the erection of numerous shelters and the planting of thousands of shrubs to reduce the glare on the sea-front, while shelter from the sun may be obtained also in the grounds of the Pavilion (p. 51), in the *Queen's Park* (Pl. F, 5), in the *St. Ann's Well Garden* (Pl. C, 5; adm. 3*d.*), and in *Preston Park* (Pl. C, D, 2, 3).

The original name of Brighton was *Brighthelmston*, from *Brighthelm*, an Anglo-Saxon bishop, who is reputed to have founded it in the 10th century, and *tun*, a town. That the Romans had a settlement here is proved by the numerous coins and other antiquities of the Roman period which have been found from time to time. The lord of the soil in the 11th cent. was the powerful Earl Godwin, father of the last Anglo-Saxon king, Harold, who lost his kingdom and his life at the battle of Hastings (14th Oct., 1066). — Brighton was a poor fishing-village down to 1753. After that year, owing to the commendations of Dr. Russell, a fashionable physician, who had experienced the beneficial effects of sea-bathing here, the place began to grow in importance. In 1782 George IV., then Prince of Wales, first took up his residence at Brighton, and the result of his royal patronage was the speedy advance of the town to its present imposing dimensions. — The fashionable season at Brighton begins in November. — Brighton is noted for its colleges and high-class schools for girls and boys.

Near the end of *Queen's Road* (Pl. D, 5), which leads to the S. from the central station to the beach, Church Street diverges to the left, leading to the North Steine and the Pavilion. The *Victoria Gardens* in the North Steine are a public park; at the S. end is a statue of Queen Victoria.

At the E. end of Church St. is the **Public Library, Museum, and Picture Gallery** (Pl. E, 5), built in 1872 and extended in 1902.

The Reference Library (33,000 vols.) is open free daily, 10-10; the Victoria Lending Library (27,000 vols.) on Wed. 10-1, other week-days 10-9 (closed first fortnight in July). — The Museum (daily, 10-8, free) contains geological, botanical, archæological, and anthropological collections, including the **Willett Collection of British Pottery and Porcelain*, illustrative of English social history. — The Picture Gallery (daily, 10-9, free) contains a few pictures belonging to the municipality, including: *Jan Victor* (pupil of Rembrandt), The marriage-contract; *Holbein*, Henry VIII.; *West*, Rejection of Christ; *Dowsard*, Reading the news, and The naughty child; portraits of George IV., William IV., and Queen Adelaide, by *Lawrence*; and works by *West*, *Armitage*, and *Leatham*. Loan exhibitions are held here frequently (adm. free).

The *Dyke Road Museum* (Pl. C, 3), containing the magnificent **Booth Collection of British Birds* (1400 birds; 248 species) is now a branch of the Public Museum (10-9, free).

The royal stables with their immense dome (80 ft. in diameter),

behind the Museum, have been converted into a ball and concert room, now known as the *Dome* (organ-recital on the 1st Mon. of each month; free). The *Corn Exchange*, adjoining, was originally the riding-school.

To the S. is the ROYAL PAVILION (Pl. E, 5, 6; adm. 6*d.*), an extensive and tasteless building in the Oriental style by *Nash*, on which the Prince of Wales (afterwards George IV.) laid out 250,000*l.*, and where, after its completion in 1787, he spent several months of each year. William IV. and Queen Victoria, however, rarely occupied it, chiefly because the view of the sea is nearly excluded by houses. It was bought by the town in 1850 for 53,000*l.* The handsome and well-shaded grounds are open to the public.

Passing through the Entrance Hall, which contains busts of eminent citizens and natives of Brighton, we enter a long *Corridor*, decorated in the Chinese manner. From this gallery all the rooms of the ground-floor may be entered. The *Banqueting* and *Music Rooms*, at opposite extremities of the corridor, are the most handsomely painted and adorned. The principal chandeliers cost upwards of 2000*l.* each. The rooms are used for lectures, concerts, balls, scientific assemblies, and other public gatherings. The apartments in the upper story contain various collections of no great interest.

Contiguous to the Pavilion on the S.E. is the *Old Steine*, a square with a grass plot and fountains, named from a reef (Ger. *Stein*, Flem. *Steen*, a stone or rock), which jutted into the sea here. On the N. side is a bronze *Statue of George IV.*, by Chantrey. This is the principal tramway-terminus. — To the S.E., near the sea-front, is the extensive AQUARIUM (Pl. E, 6; adm. 6*d.*; after 6 p.m. 3*d.*), which is worthy of a visit. Externally it makes no great show, being built on a site below the level of the road. The entrance is surmounted by an illuminated clock-tower.

The forty large tanks in the interior contain great numbers of fish, usually including specimens of the octopus or devil-fish, dolphins, porpoises, sharks, etc. There are also turtle, seal, and sea-lion ponds, alligators, and stuffed specimens of fish and reptiles. Attached to the aquarium are refreshment rooms and reading-rooms supplied with newspapers and periodicals. A considerable area has been converted into a winter-garden, in which the municipal orchestra (40 performers) plays daily.

The ESPLANADE, or sea-front, forms a road about 4 M. in length, in or near which most of the visitors reside. The W. part is called the *King's Road* (Pl. C, D, E, 6). A bronze *Statue of Queen Victoria*, by T. Brock, was unveiled here in Feb., 1901. The E. part, called the *Marine Parade* (Pl. F, G, 6), and extending from the Old Steine to Kemp Town, is protected by a sea-wall constructed at a cost of 100,000*l.* Below the terrace, to the E. of the Palace Pier (see below), is a *Motor Car Track*, 1½ M. long and 80 ft. broad.

The most popular promenade is the **West Pier* (Pl. D, 6; pier-toll 2*d.*), completed in 1866, 1150 ft. in length, at the end of which a band plays in the morning, afternoon, and evening. On a fine day the scene here is of a most animated character. The *Marine Palace Pier* (Pl. E, 6; 1710 ft.), opened in 1899, is another favourite resort (toll 2*d.*).

The finest rows of houses, such as *Queen's Mansions*, *Brunswick Square*, and *Adelaide Crescent* (Pl. B, C, 6), are chiefly situated on the *West Cliff*, beyond which lies *Hove* or *West Brighton* (Pl. B, 5, 6). On the *East Cliff* lies *Kemp Town* (Pl. H, 6), which also contains many handsome dwellings. The *Madeira Road*, at the foot of this cliff, is a sheltered and dustless resort for invalids and is provided with free shelters and a reading-room (adm. 1*d.*). A lift (1/2*d.*) ascends hence to the top of the cliff. — *Electric Railway*, see p. 49.

From the *Clock Tower* (Pl. D, 5), at the junction of West St. and Queen's Road, Dyke Road runs to the N.W., passing the old parish-church of *St. Nicholas* (Pl. D, 5), founded in the 14th century. This church contains a very ancient circular *Font*, ornamented with curious carving. In the graveyard, to the S. of the chancel, is the tomb of Nicholas Tettersell, captain of the vessel that carried Charles II. to France in 1651 after the battle of Worcester.

The present parish-church of Brighton is *St. Peter's* (Pl. E, 4), a handsome modern Gothic edifice in an open space to the N. of the Grand Parade. *Trinity Church*, of which the *Rev. Fred. W. Robertson* (d. 1853) was incumbent, is in Ship St. (Pl. E, 5, 6). Robertson is buried in the *Extra-Mural Cemetery* (Pl. G, 3), a few paces from Macaulay's victim, 'Satan' Montgomery (d. 1855).

Excursions. Pleasant walks do not abound, either in Brighton or its environs. To the N. is *Preston* (Pl. C, D, 2, 3), a quiet and picturesquely situated little place, with an E.E. church and a pretty public park and cricket-ground. Farther on rises *Hollingbury Park* (Pl. D, E, 1; 180 acres), with remains of a Roman entrenchment, where Roman coins have frequently been discovered. Beyond it, and about 6 M. from Brighton, is the **Devil's Dyke**, a kind of natural amphitheatre, looking like a huge entrenchment (railway from the central station in 20 min.; also excursion-cars, there and back 1*s.* 6*d.*). The Dyke Road (see above) leads to it direct. From the tableland above the head of the Dyke (697 ft.; *Dyke Hotel*), where there are traces of a British camp, we obtain one of the most diversified views in the whole county, seeing immediately below us the rich expanse of the 'Wealden' formation, once a primæval forest called *Coit Andred* by the Britons, *Anderida* by the Romans, and *Andredswald* by the Saxons. To the S. is the far-reaching sea, to the N. the chain of the North Down Hills, to the W. numerous villages, and to the E. busy Brighton itself. — At the foot of the Dyke is the village of *Poynings*, with an interesting old church.

To the E. we may drive to (7 1/2 M.) *Newhaven* (p. 43), viâ *Rottingdean* (omnibus, 6*d.*), which contains mineral springs. Sir Edward Burne-Jones (d. 1898) and William Black (d. 1898), the novelist, are buried at Rottingdean. The cliffs, which the road skirts, are rich in fossil formations. — To the N.E., at a high level, is the *Race Course* (view: see p. 49).

From Brighton to *Hastings*, see pp. 42, 41; to *Tunbridge Wells*, see p. 37.

7. From Brighton to Chichester and Portsmouth.

44 1/2 M. London, Brighton, and South Coast Railway in 1 1/2-2 hrs. (fares 6*s.* 10*d.*, 4*s.* 6*d.*, 3*s.* 8*d.*). To (28 1/2 M.) *Chichester* in 55-75 min. (4*s.* 5*d.*, 2*s.* 11*d.*, 2*s.* 4*d.*). — View of the English Channel on the left.

Brighton, see p. 48. — 1 1/2 M. *Hove* (see above). — 6 M. *Shoreham* (Royal George; Burrell Arms) carries on a considerable trade with the coast of France. The antiquarian will be repaid by a visit to

the churches of *Old* and *New Shoreham*, in the Norman and Early English styles, dating from the time of the Crusades. There is a popular resort here called the *Swiss Gardens*.

From Shoreham to Horsham (*Guildford*, *Dorking*), 20 M., railway in 3/4 hr. (fares 3*s*., 2*s*., 1*s*. 8*d*.). — 4 M. *Bramber*, with a ruined castle. — 4½ M. *Steyning* has a church mainly of the 12th century. About 2 M. to the N.W. is *Wiston*, at the foot of *Chanctonbury Ring* (814 ft.), on which are traces of a Roman-British camp. — 8 M. *Henfield*. — 12½ M. *West Grinstead*. In the park of West Grinstead House is 'Pope's Oak', under which Pope is said to have composed the 'Rape of the Lock', while visiting his friends the Carylls. About 1 M. to the W. are the ruins of *Knepp Castle*. An omnibus plies from West Grinstead to (2 M.) *Cowfold*, near which is the Carthusian monastery of St. Hugh (built 1873-86), said to be the largest in England. — 20 M. *Horsham* (p. 62).

Beyond Shoreham the train crosses the wide estuary of the *Adur*, which is crossed also by a fine suspension-bridge (left). — Near (8 M.) *Lancing* is Lancing College, a large public school (to the right).

10½ M. **Worthing** (*Warne's*, pens. from 10*s*. 6*d*., well spoken of; *Marine*, R. 3*s*. 6*d*., D. 5*s*.; *Steyne*, D. 3*s*.; *Stanhoe*, R. from 5*s*., D. 4*s*. 6*d*., pens. from 10*s*. 6*d*.; *Albion*), a favourite watering-place (20,000 inhab.), with a fine sandy beach, an esplanade, a long iron pier, and a theatre. At *West Worthing* (Burlington Hotel; rail. station) are large baths and tennis-courts.

Excursions may be made to the N. to the interesting churches of (1 M.) *Broadwater* and (2 M.) *Sompting* (p. xl), and to the N.W. to (1½ M.) *West Tarring*, with fig-gardens (adm. 2*d*.) and an E.E. church, and (2 M.) *Salvington*, the birthplace of Selden (1584-1654). *Cissbury Hill*, 2½ M. distant, is the site of a British or Roman encampment. *Chanctonbury Ring* (see above), 5 M. to the N., and *Highdown Hill*, 4½ M. to the N.W., command extensive and beautiful views. On the summit of the latter is the tomb of a miller (d. 1793), buried here at his own request.

19½ M. **Ford Junction**, with a branch-line to the S.E. to (2 M.) *Littlehampton* (Beach, R. or D. 5*s*.; Norfolk; Terminus; New Inn), a small watering-place and golfing resort at the mouth of the *Arun*. Another branch runs to the N. to (2½ M.) *Arundel*, *Amberley*, and (22½ M.) *Horsham* (see p. 62).

21½ M. *Barnham*, the junction for a short line to (3½ M.) **Bognor** (*Norfolk; Pier; Bedford; Victoria; Clarence House*, a 'children's hotel'), a quiet bathing-place, with a pier and esplanade. — 26½ M. *Drayton*, the nearest station for (3¼ M.) Goodwood (p. 56).

28½ M. **Chichester** (*Dolphin*, West St., facing the cathedral, R. from 5*s*., D. 5*s*.; *North House Private Hotel*, North St., R. from 3*s*. 6*d*., D. 3*s*. 6*d*.; *Bedford Temperance*, unpretending; omn. from the station), a town of great antiquity (12,241 inhab.), the *Regnum* of the Romans, the *Cissa's Ceaster* of the Saxons, became the seat of a bishop after the Norman Conquest, when William transferred the ancient see of Selsey or Selsea (founded in the 7th cent.) to this place. As at Chester, the characteristic square ground-plan of the Romans is marked by the four principal streets, which are named after the points of the compass and meet each other at right angles in the centre of the town. At the point of

intersection is the handsome **Market Cross*, erected in 1500, but much damaged by the Puritans and restored in 1724. The line of the town walls (date unknown) can still be traced throughout almost their whole circuit.

From the station we approach the centre of the town through *Southgate* and *South Street*, passing, on the right, the *Museum* of the Philosophical Society (open 11-4; adm. 3*d*.), containing Roman antiquities and natural history specimens. A little farther on, to the left, we reach the *Canon Gate* (15th cent.), leading to the cathedral-precincts. Immediately to the right, within the archway, is the small *Vicars' Close*, with its fine *Hall* of the 14th cent., now used by the *Chichester Theological College*. Going straight past the Vicars' Close, we reach *St. Richard's Walk*, named after Bishop Richard de la Wych (p. 55), a narrow passage on the right leading to the *Cloisters* (Perp.; 16th cent.), which it reaches opposite the S. door of the cathedral. It is better, however, to turn to the left, quitting the cloisters (good view of the cathedral), and enter the cathedral by the E. E. *Galilee Porch* on the W.

The **Cathedral**, originally begun about 1085, completed in 1108, and burned down in 1114, is in its present form substantially a transitional Norman building of the 12th cent., with some pointed details introduced after a second fire in 1186. The Lady Chapel dates from 1288-1304; the spire (277 ft.), erected in the 15th cent., collapsed in 1861 and was rebuilt in 1861-6. The detached Bell Tower, a feature peculiar to Chichester among English cathedrals, is, despite its weather-worn appearance, one of the most recent parts of the building, dating from the 15th century. The N.W. tower, which fell in 1634, was rebuilt in 1901. The whole edifice was restored in 1848-66. The total length of the church is 410 ft.; nave 172 ft.; width of nave and aisles 91 ft.; across transepts 131 ft.; height of nave 62 ft., of choir 65 ft.

The Interior (closed from 1 to 2 p.m; services at 10 and 4; adm. to choir 6*d*.), which was sadly defaced by the iconoclasts in 1643, shows in many respects a strong resemblance to the early French Gothic style, particularly in the superstructure of the choir, the arcades and detached shafts of the presbytery, and the double aisles of the nave. The outer aisles (E. E.), a peculiarity which Chichester shares with Manchester alone among English cathedrals, consisted originally of a series of chapels, afterwards thrown into one. The Nave proper, with its eight bays, is somewhat narrow in proportion to its height. The stained glass is all modern. Among the most interesting monuments are effigies of an Earl and Countess of Arundel (14th cent.; restored) and of a lady (1220; Countess Matilda of Arundel?), a *Tablet to Collins, the poet, a native of Chichester (1719-59), by *Flaxman*, and a statue of Huskisson, by *Carew*, all in the N. aisle; and the monuments of Agnes Cromwell and Jane Smith, in the S. aisle, both by *Flaxman*. Near the N. porch is an ancient wooden *Chest*, brought from Selsey Cathedral (see p. 53). The only old brass (1592) now left hangs on the wall beside the S. door. The modern *Pulpit* is a memorial of Dean Hook (d. 1875), author of 'Lives of the Archbishops of Canterbury'. — The N. Transept, formerly used as a parish church, contains a worthless series of portraits of the bishops, from St. Wilfrid (680) to Sherburne (1508 36), painted in the 16th cent. by an Italian named Bernardi. This

CHICHESTER CATHEDRAL.
Monuments, etc.
1. Jane Smith
2. Agnes Cromwell
3. Pulpit
4. Unknown Lady
5. Lord & Lady Arundel
6. Collins
7. W. Huskisson
8. Bishop Moleyns
9. Dean Hook
10. Bishop Sherburne
11. Ancient Selsey Sculptures
Lady Chapel
Retro Choir
High Altar
Presbytery
Cloisters
Library
Vestry
Paradise (Burial Ground)
N. Transept
Choir
S. Transept
NAVE
Cloisters
Bell Tower
N. Porch
N.W. Tower
S.W. Tower
W. Porch (Galilee)
Feet
Metres

transept is adjoined by the *Chapel of the Four Virgins* (entered from the N. aisle of the choir), now used as the *Cathedral Library*, and containing some interesting relics. Among the manuscripts is a copy of the prayer-book of Hermann, Archbishop of Cologne, with the autograph of the martyr Cranmer, Archbishop of Canterbury (p. 29). The S. Transept possesses a fine Dec. window, filled with execrable Munich glass, and two other paintings by Bernardi (p. 54), representing the foundation of the see at Selsey (680) and the confirmation, by Henry VIII., of Bishop Sherburne's gifts to the cathedral. Below is the tomb of *Bishop Moleyns* (1446-50).

The Choir, elevated by four steps above the nave, is extended by the Presbytery for three bays eastward from the tower. The oaken *Choir Screen* (1890) is poor, but the carving of the *Choir Stalls* (16th cent.) and misereres is very fine. The *Altar-Screen*, of the same date as the stalls, has recently been reinstated in place of a large modern reredos, now removed to St. Saviour's, at Brighton. The mosaic pavement in front of the altar deserves attention. The presbytery is divided from the choir-aisles by beautiful hammered iron screens in imitation of ancient work. In the S. aisle are two very interesting and well-preserved *Saxon Sculptures, brought from Selsey, representing Christ at the house of Lazarus and the Raising of Lazarus, with hollows left by the abstraction of the jewelled eyes. This aisle also contains the *Cenotaph of Dean Hook* (see p. 54), and the tomb of *Bishop Sherburne* (d. 1536). — Behind the altar-screen, where formerly stood the famous shrine of St. Richard (de la Wych; 1245-53), is the Retro-Choir, with its interesting triforium, showing the transition to the pointed style. The detached shafts of the piers are placed much farther from the central columns than is usual in other instances when this construction is adopted. — The long and narrow Lady Chapel, orming the E. termination of the cathedral, was restored in 1870. On the vaulting are some remains of the paintings with which the entire roof of the cathedral was adorned by Bernardi (see p. 54).

In the Cloisters (p. 54; restored since 1890) is a tablet to *Wm. Chillingworth*, the Protestant controversialist, who died at Chichester in 1643. — A fine view may be obtained from the top of the *Bell Tower* (open 11-12 and 2-4), but an order from the Dean is necessary for an ascent of the *Central Tower*. The spire is said to be the only cathedral spire in England that is visible from the sea.

The Episcopal Palace, adjoining the cathedral on the S. W., contains a fine old mediæval kitchen, now used as a washhouse. The private chapel of the bishops has been restored.

We now return to the Market Cross, proceed down *North Street*, in which, on the right, is the restored *Church of St. Olave*, probably the oldest in Chichester, standing on the foundations of a Roman building. The first turning to the right leads to **St. Mary's Hospital*, originally founded in the 12th cent. as a nunnery, and refounded about 1560 as an asylum for old women. It consists of a large hall, with a small chapel (13th cent.) at its E. end. The interesting old windows of the latter were 'restored' in 1878-86. The misereres here resemble those in the cathedral. — Not far from this point, at the N.E. angle of the town, is the *Priory Park Cricket Ground* (adm. 6*d*.), containing part of the church of an old Franciscan Monastery, afterwards used as the *Guildhall*. — Golf-course at (1 M.) *Summersdale* (omn.); 2*s*. 6*d*. per day, 5*s*. per week.

Excursions from Chichester. *Bosham* (station, see p. 56), a fishing village, 4 M. to the W., on a bay of the same name, possesses an interesting church, partly Saxon, which figures in the Bayeux Tapestry and contains the tomb of a daughter of King Canute. Harold is said to have

here set sail for his ill-omened visit to Normandy. — **Goodwood**, the seta of the Duke of Richmond, with its fine collection of paintings, including specimens of Van Dyck, Rembrandt, Rubens, Kneller, Reynolds, Lely, Lawrence, and Gainsborough (open to visitors on Mon., Thurs., & Sat. in Aug. & Sept., 2.30-4.30; on Thurs. only in July; at other times daily, 2-4 p.m.), lies 3½ M. to the N. of Chichester. The **Park*, which is open to the public, contains herds of deer and some fine cedars. A Roman relief of Neptune and Minerva, found at Chichester, is preserved in a kind of temple here. The picturesque **Race Course* is crowded every July with the members of the fashionable world. The stables, kennels, pheasantry, and tennis-court also deserve notice. — **Boxgrove**, 1½ M. from Goodwood, contains an Early English **Priory Church*, with richly decorated and painted vaulting. The curious external elevation of the presbytery should be noticed.

From Chichester station a light railway (fare 8*d.*) runs in ½ hr. to (7½ M.) *Selsey* or *Selsea* (Marine, R. or D. 3*s.* 6*d.*; Selsey Station Hotel, R. & B. from 4*s.* 6*d.*, D. 3*s.* 6*d.*), the original seat of the see of Chichester (p. 53), and (8 M.) *Selsea Beach*, a seaside resort, near *Selsey Bill*, with a golf-course.

Railway from Chichester to *Midhurst* and *Pulborough*, see p. 62.

Beyond Chichester the train passes (31½ M.) *Bosham* (1 M. to the N. of the village, see p. 55), and enters *Hampshire* or *Hants*. The Isle of Wight is visible in the distance (left). At (37¼ M.) *Havant* (Bear, R. 2*s.* 6*d.*, D. 3*s.* 6*d.*-5*s.*; Albany), a small market-town, we join the L. & S.W. direct line from London (R. 9).

A short branch-line diverges here for *Hayling Island*, with the favourite bathing and golfing resorts of *North* and *South Hayling* (Grand, R. from 6*s.* 6*d.*, D. 5*s.*; Royal, R. from 3*s.*, D. 5*s.*). — Another branch goes to *Cosham*, the junction for Gosport, Southampton, etc.

Beyond Havant the hills to the right are crowned with the forts protecting Portsmouth on the land-side. The train crosses a narrow arm of the sea and enters the island of *Portsea*. — 43½ M. *Fratton & Southsea*, whence there is a railway motor-car service to East Southsea (p. 59). — 44½ M. *Portsmouth Town*; 45½ M. *Portsmouth Harbour*.

Portsmouth. — **Hotels.** At Southsea: Esplanade (Pl. f; D, 5), adjoining the Esplanade Pier, well spoken of; Queen's (Pl. i; D, 5), R. from 5*s.* 6*d.*, D. 5*s.*, Grosvenor (Pl. h; D, 5), Royal Pier (Pl. k; D, 5), Carlton (Pl. n; D, 5), a private hotel fronting the Common, pens. 7*s.* 6*d.*-15*s.*; Beach Mansions (Pl. g; F, 6), opposite the South Parade Pier, East Southsea, R. from 5*s.*, D. 5*s.* — At Portsmouth: George (Pl. a; C, 4), 29 High St., R. from 4*s.*, D. from 4*s.* 6*d.* — At Landport: Grand Central (Pl. m; E, 3), Commercial Road; Bedford (Pl. b; E, 3); Sussex (Pl. c; E, 3), unpretending, R. 4*s.*, Speedwell Temperance, R. or D. 2*s.* 6*d.*, both near the Town Station. — At Portsea: Totterdell's (Pl. d; C, 3), St. George's Sq.; Keppel's Head (Pl. e; C, 3), on the Hard. — *Refreshment Rooms* at the Town and Harbour stations.

Cabs. From the station to any part of Portsmouth proper and Portsea (including the Dockyard, the Harbour, and the Victoria Pier), 1*s.*; to Clarence Pier, Southsea Castle, and South Parade, 1*s.* 6*d.*; to Eastney Barracks, Hilsea Barracks, or Tipnor Barracks, 2*s.* Per hour 2*s.*, each addit. ¼ hr. 6*d.* Fare and a half between 10 p.m. and 6 a.m.

Electric Tramways (fares 1-3*d.*). *Circular Route* from the Town Hall (Pl. D, 3) by Commercial Road, Kingston Road, Lawrence Road, Clarendon Road, and Southsea Terrace back to the Town Hall. From the *Town Hall* (Pl. D, 3) viâ Blackfriars Road, Victoria Road, and Albert Road to *Eastney* (beyond Pl. F, 5). From the *Dockyard Gates* (Pl. C, 3) viâ Alexandra

Fountain Lake
Flathouse Wharf
Fitting Basin
Rigging Basin
Tidal Basin
Repairing Basin
Steam Basin
Hack Ground
Priddy's Hard
Landing Stage
Forton Lake
Royal Dock Yard
Royal Clarence Victualling Yard
South Jetty
PORTSEA
Edinburgh Road
Victoria Park
Royal Naval Barracks
Portsmouth Harbour Sta.
GOSPORT
Trinity Ch.
Illustrious Hard
Haslar Lake
Haslar Hospital
St Luke's Ch.
Haslar Barracks
Haslar Jetty
Police Sta
Blockhouse Fort
Victoria Pier
PORTSMOUTH
Pembroke Gardens
Clarence Esplanade Pier
Southsea Common
Southsea Castle
SOUTHSEA
Elm Grove
Havelock Park
St Bartholomews Chn.
Hyde Park
Goods Sta
LANDPORT
Southsea Terminus
Flathouse Rd
Royal Hospital
Trinity Ch
Old Convict Prison
Admiralty Ho
Main Entrance
Mens Recreation Ground
Officers Recreation Ground
Cambridge Barracks
Clarence Barracks
Garrison Ch.
Victoria Road
Clarence Parade
Palmerston Road
Southsea Rowing Club
Swimming Club Stage
Life Boat Ho
Rt Albert Yacht Club
Coast Guard Sta
Victory's Anchor Trident
Obelisk
Nelson
Peel
Chesapeake
Gordon Rd
Sultan Rd
Sultan Road
Kingston Road
Fratton Road
Arundel Street
Grasswell
Thomas S
Charlotte
Queen
Gloucester
Cross
Union
Kent
Mercury
Hawke
Hanover
Clarence Sq
Upper South S
Alms Ho
Chapel L
Toll Bar
Police Sta
Haslar Terr
Haslar Barracks
1 King's Theatre F,5
2 Prince's " E,2
3 Tech. Inst. D,3
Feet
Mile
1:26.000
Mètres
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Road and Osborne Road, or viâ the Town Hall and Lawrence Road, to the *South Parade Pier* (Pl. F, 6); viâ Lake Road and New Road to *Copnor* (beyond Pl. F, 1). From *Portsmouth Point* (Pl. C, 4) viâ the Town Hall, Blackfriars Road, and Albert Road to *Eastney* (beyond Pl. F, 5); viâ the Town Hall, Lake Road, and New Road to *Copnor* (beyond Pl. F, 1). From *Clarence Pier* (Pl. D, 5) viâ the Railway Station (Pl. E, 3) and Commercial Road to *North End* and *Cosham* (beyond Pl. F, 1); viâ the Town Hall and Fratton Road to *Fratton Station* (Pl. F, 3) and *Buckland* (Pl. F, 1); viâ Osborne Road and Victoria Road to *Fratton Station* (Pl. F, 3). From the *South Parade Pier* (Pl. F, 6) viâ Victoria Road and Kingston Road to *North End* (beyond Pl. F, 1).

Steamers to *Southampton* (several times a day), the *Isle of Wight* (hourly; comp. p. 67), *London* (twice weekly), *Plymouth*, *Falmouth*, and *Dublin* (twice weekly); also excursion-steamers to *Bournemouth*, *Brighton*, etc. — *Steam Floating Bridge* every ½ hr. and *Launches* every 10 min. (1*d.*) to *Gosport* from Portsmouth Point, and *Steam Launches* from the Hard, Portsea, to *Gosport* every 6 min. (½*d.*).

Theatres. *Royal* (Pl. D, 3), Commercial Road; *Prince's* (Pl. 2; E, 2), Lake Road. — **Music Halls.** *King's Theatre* (Pl. 1; F, 5), Albert Road; *Empire Palace* (Pl. E, 3), Edinburgh Road; *Hippodrome*, Commercial Road. — **Concerts**, etc., in the *Victoria Hall* (Pl. D, 4), Commercial Road; in the *Town Hall* (Pl. D, 3); on the *Clarence Pier* (Pl. D, 5); and in *Portland Hall*, Kent Road (Pl. E, 5). — **Military Music** in summer on the Piers and in Victoria Park (see below).

Baths in Park Road (Pl. D, 3), Landport. — **Swimming Club Stages** (Pl. D, 6); visitors' tickets 1*s.* 6*d.* per week.

American Consular Agent, *John Main*, 82 St. Thomas St.

Portsmouth, a strongly fortified seaport and the chief naval station of England, includes the contiguous towns of *Portsea* (to the N.W.), *Southsea* (S.E.), and *Landport* (N.E.), all in *Portsea Island*, with a joint population of 189,160 (in 1901), Portsmouth proper being the S.W. and smallest part. It is also an important garrison-town. The fortifications include a series of 'lines' and a number of detached forts, both to seaward and landward. Portsmouth owes its importance partly to its magnificent harbour (4½ M. long), and partly to the sheltered roadstead of *Spithead*, between the town and the Isle of Wight. Charles Dickens (1812-70), whose father was a clerk in the dockyard, was born at 393 Commercial Road, Landport (Pl. E, 1), about ½ M. to the N. of the station. The house is now a *Dickens Museum* (free; 10.30-8; on Frid. and in winter 10.30-6).

The *Town Station* (Pl. E, 3) is situated in Landport, opposite the *Victoria Park* (Pl. D, 3), which contains several memorial monuments. To the S. of the park, in the busy Commercial Road, rises the imposing **Town Hall** (Pl. D, 3; shewn daily, 11-3; Sat., before 11), a huge building in the classic style (1890), surmounted by a lofty clock-tower (ascent 6*d.*; view). In front is a *Statue of Queen Victoria*, by Drury (1903).

In Park Road, skirting the S. side of the Town Hall, rises the *Technical Institute and Public Library* (Pl. 3; D, 3), a building in the style of the Town Hall, opened in 1908. Park Road leads to the W. to the Hard at Portsea, with *Portsmouth Harbour Station* (Pl. C, 3) and the main entrance to the Dockyard (reached from the High St. viâ

St. George's Road). The ***Dockyard** (Pl. C, D, 1, 2; open 10-12 a.m. and 1.30-4 p.m., on Sat. 10-12 only; to foreigners with introduction from a consul) is a gigantic establishment, where everything appertaining to the building and equipment of a fleet is constructed. It covers an area of 300 acres, and includes several large fitting and repairing basins with an aggregate area of 60 acres, besides four spacious dry-docks, and several building-slips, where men-of-war of the largest size are constructed. Among the many interesting sights may be noticed the machinery which supplies the whole navy with block-sheaves. The *Gun Wharf* (14 acres), with its extensive stores of ordnance and ammunition, also deserves a visit (adm. 10-12 and 2.15-4). The armoury contains 25,000 muskets and some ancient weapons.

Beyond the Town Hall Commercial Road runs to the S.W. towards High St., passing between the grounds of the *General's House*, on the left, and the garrison *Recreation Grounds*, on the right (adm. to officers' ground, 3*d.*). On the E. side of High St., near the beginning of the street, is 'Buckingham House' (No. 11; tablet), formerly the Spotted Dog Inn, in which the first Duke of Buckingham was assassinated by Felton in 1628. The **Church of St. Thomas Becket** (Pl. C, 4), farther on, to the right, an interesting old building, said to have been originally built in the 13th cent. and restored in 1904, contains a monument to the duke. The old Guildhall, on the opposite side of the street, now contains the *Museum*, comprising natural history collections, prints and drawings of local interest, a few paintings, and miscellaneous curiosities (free daily, 10.30-7). Philanthropists will find it interesting to visit the *Soldiers' and Sailors' Institute*, founded by Miss Robinson, at the foot of the street (Pl. C, 4). The massive stone building facing the foot of High St. was once the governor's residence. Adjoining on the W. is the entrance to *Victoria Pier* (1*d.*). Broad St. leads hence to the N.W. to Portsmouth Point (ferry to Gosport, p. 57), passing an inn claiming to be the 'Blue Posts' of Capt. Marryat's 'Peter Simple'. The house of *John Pounds*, the cobbler who founded the ragged-school system (1819), is in Mary Street. — Turning to the E. (left) at the foot of High St., we enter the *Grand Parade*, beyond which we skirt *Governor's Green* and traverse *Pembroke Gardens* to the esplanade at Southsea. On the sea-wall above the Parade is the *Platform*, a favourite promenade. Charles II. was married on 22nd May, 1662, to Catharine of Braganza in the *Garrison Chapel* (Pl. C, 5), which belonged to a religious institution founded in the time of Henry III.

The forts on the hills to the N. of Portsmouth should be visited for the sake of the views they afford. A boat should be hired for an excursion in the harbour, where a visit may be paid to the old 'Victory' (9.30-3.30), Nelson's flagship at the battle of Trafalgar, and to the 'St. Vincent' training ship (9.30-3.30, Sat. 9.30-12).

Southsea (hotels, see p. 56; tramway, see p. 56), with an esplanade extending between the spacious *Southsea Common* and the sea, the *Clarence Esplanade Pier* (Pl. C, 5), the *South Parade Pier* (610 ft.; Pl. F, 6), a canoe-lake (E. Southsea), and other attractions, is now a fashionable watering-place and decidedly the pleasantest of the joint towns for a prolonged stay. On the Esplanade are a number of naval memorials, including the anchor of the 'Victory' (p. 58) and a column commemorating the crew of the 'Chesapeake'. *Southsea Castle* (Pl. E, 6), now converted into a modern fort, was built by Henry VIII. Off Southsea is a red buoy marking the spot where the 'Royal George' sank in 1782, with 'twice four hundred men'.

Gosport (*India Arms*, R. 3*s.* 6*d.*, *Star*, unpretending; railway-station, see p. 82), with about 10,000 inhabitants, lies opposite Portsmouth, on the other side of the harbour (ferry, see p. 57). It contains the *Royal Clarence Victualling Yard* (open to visitors under the same conditions as the Dockyard), which includes provision-magazines and bakehouses, a clothes-making department, a brewery, etc., all on a most extensive scale. In Holy Trinity Church is an organ from Stanmore, near London, on which Handel used to play. — A little to the S.E. of Gosport is *Haslar Hospital*, a spacious building, with accommodation for 2000 sick or wounded sailors (museum, daily 1-4). At the extremity of Haslar Point is the *Blockhouse Fort*, commanding the narrow entrance to Portsmouth Harbour. — To the W. of the Hospital is the small watering-place of *Anglesey* (Anglesey Hotel), forming an outlying suburb of Gosport (omn. hourly). — *Stokes Bay*, see pp. 67, 82.

From Portsmouth to Southampton, railway (24¾ M.) in 1 hr. (fares 4*s.*, 2*s.* 8*d.*, 2*s.* 1*d.*), or steamboat (preferable in fine weather) in 1½ hr. (fares 3*s.* and 2*s.* 6*d.*). Scenery attractive. — After quitting the island of Portsea the train skirts the base of Portsdown Hill. — 7 M. **Porchester** is the earliest seaport on this inlet ('portus castra'). The *Castle*, founded by the Romans, affords an extensive view. The *Keep* is of Norman origin. The outer court is still surrounded by the ancient Roman walls. The church situated within the castle-walls was founded in 1133; some remains of the original Norman edifice are still *in situ*. — To the right, on the top of the hill, stands *Nelson's Monument*, erected by his comrades at the Battle of Trafalgar, a useful landmark for shipping.

9 M. **Fareham** (*Red Lion*, R. 3*s.* 6*d.*, D. 3*s.*), a busy little town, is the junction for *Gosport* (see above) and *Stokes Bay* (p. 82). *Boarhunt*, 3 M. to the N.E. of Fareham, has a partly pre-Norman church. 14 M. *Swanwick* is the station for *Titchfield*, which possesses a handsome E. E. church and the remains of *Titchfield House*, erected in the 16th cent. for the Earl of Southampton. 16 M. *Bursledon*; 18 M. *Netley*, for Netley Abbey (p. 84). — 21½ M. *Bitterne* is the *Clausentum* of the Romans, where some Roman remains still exist in the grounds of *Bitterne Manor*. — At (23 M.) *St. Denys* we join the main line (p. 82). — 24¾ M. *Southampton*, see p. 82.

From *Gosport* or *Stokes Bay* to *Eastleigh* (Southampton; London), see p. 82.

8. From London to Dorking (Guildford) and Ford.

60 M. London, Brighton, and South Coast Railway from *Victoria* or *London Bridge* in 1¾-3½ hrs. (fares 9*s.* 6*d.*, 6*s.* 3*d.*, 4*s.* 10*d.*); to *Dorking*, 23½ M., in ¾-1½ hr. (fares 4*s.*, 2*s.* 6*d.*, 2*s.*).

Those who wish to visit both Dorking and Guildford by rail should book by the South Eastern and Chatham Railway from *Charing Cross*, *Cannon St.*, or *London Bridge* (to Dorking, 1-1½ hr., fares as above; to Guildford, 43 M. in 1¾-2½ hrs., 5*s.*, 3*s.* 2*d.*, 2*s.* 6*d.*). From (5 M.) *New Cross* (p. 12) to (22½ M.) *Redhill Junction* this line practically coincides

with the L. B. & S. C. Railway to Brighton (R. 6); from Redhill to Dorking and Guildford, see p. 46.

The most direct route to *Guildford* is by the London & South Western Railway, described in R. 9 (30½ M., in ¾-1⅔ hr.; fares as at p. 59).

The lines from Victoria and London Bridge unite near *Streatham*. 8½ M. (from Victoria) *Mitcham Junction*. At *Mitcham* large quantities of lavender and other aromatic herbs for perfumes are grown. 12 M. *Sutton*. — 16 M. *Epsom* (Spread Eagle; King's Head, R. or D. 2*s.* 6*d.*), near which are *Epsom Downs* (branch-line from Sutton), where the great races, the 'Derby' and the 'Oaks', take place annually in May or June. The church of St. Martin contains several monuments by Flaxman and one by Chantrey. — 19½ M. **Leatherhead** (*Swan*, R. 4*s.*; *Bull*, R. 2*s.* 6*d.*, D. 3*s.*), also a station on the S.W. Railway (p. 63), is pleasantly situated on the right bank of the *Mole*. On foot to Dorking, see below. The *School for the Indigent Blind* (founded in 1799) was removed from London to Leatherhead in 1906. — 22½ M. *Boxhill & Burford Bridge* (comp. p. 47) must not be confounded with the Boxhill station of the S. E. & C. R.

23½ M. **Dorking.** — **Railway Stations.** The *L. B. & S. C. Station* is ½ M. to the N.E. of the town, the *S. E. & C. R. Station* ½ M. to the N.W., about a mile apart. — The *Boxhill* station of the S. E. & C. R. is near the former, while *Boxhill & Burford Bridge* (see above) lies a mile to the N.

Hotels. White Horse, R. 4-5*s.*; Red Lion, High St., R. from 3*s.* 6*d.*; Star & Garter, near the L. B. & S. C. station; Burford Bridge Hotel, 1 M. to the N. (see p. 47), better than the Dorking inns for any stay.

Dorking, an old-fashioned little town with 7670 inhab., is delightfully situated in a valley at the foot of the *North Downs*, amid some of the most pleasing scenery in England. It is an admirable centre for the pedestrian. The five-toed breed of fowls that takes its name from this place is well-known to poultry-fanciers. The large house on the hill opposite, beyond the railway, is *Denbies*, the seat of Lord Ashcombe.

Environs. To the E. of the town lies the ***Deepdene**, a lovely country-seat belonging to Lord Francis Hope, with fine grounds (no admission). In the preface to 'Coningsby' Disraeli records that the work 'was conceived and partly executed amid the glades and galleries of the Deepdene'. — The Deepdene is adjoined on the E. by **Betchworth Park*, with some noble chestnut-trees and a famous avenue of limes.

Excursions (comp. Map). The neighbourhood of Dorking is so rich in pleasant walks and drives, that it is impossible to do more than indicate a few of the most attractive. The pedestrian will often feel surprised at the comparative wildness and solitude of the scenery.

To the N. a pleasant walk may be taken from Dorking past *Denbies* (see above) and across *Ranmore Common* to (6 M.) *Leatherhead* (see above). The church of Ranmore is a modern edifice by Sir G. G. Scott, with a spire conspicuous in many views of the district. — Near Boxhill and Burford Bridge Station is *Camilla Lacey*, the house (much altered) built by Madame d'Arblay (Fanny Burney) with the profits of her novel 'Camilla'. Her husband was one of a little colony of French refugees settled in *Juniper Hall*, situated about 2 M. to the N. of Dorking on the Leatherhead road, near the pretty village of *Mickleham*. The excursion to Mickleham may be easily combined with an ascent of *Boxhill* (p. 47) and may be extended across *Norbury Park* (fine yews in the 'Druids' Walk') to *Leatherhead* (see above). — The walk from Dorking to (6 M.) *Reigate* through Betchworth Park and Betchworth has been mentioned at p. 47.

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From Dorking to Guildford on Foot (preferable to the railway, comp. p. 47). — A. Direct. The most attractive route (12 M.) leads along the ridge of the *North Downs*, coinciding to some extent with the Pilgrims' Way to Canterbury (p. 47) and affording a constant series of delightful views. — B. Viâ Leith Hill, a walk of 18-20 M., giving as good an idea of the varied scenery in this district as can be obtained in a day. We leave the town by South Street, and in 5 min. reach a bifurcation, where we follow the right branch, leading to Coldharbour. We turn again to the left almost immediately, and reach a finger-post indicating our way to Coldharbour. We keep straight up the hill, and at (6 min.) the top choose the right branch of the road. 3 min. Entrance to *Bury Hill Park Farm*, with a 'No Footpath' board. About 1 M. farther on, the road, here running between lofty banks of sand, enters *Redlands Wood*, apparently so called from the colour of the soil. At (1½ M.) some cottages a lane to the left leads to *Anstiebury Camp*, while our road descends to the right to the pretty village of *Coldharbour* (Plough Inn), where the rugged E. escarpment of Coldharbour Common rises to the right. Beyond Coldharbour it is better to avoid the steep road ascending to the right and to follow the level road in a straight direction, which leads through a succession of beautiful trees. (A branch to the left leads to the white gate of *Kitlands*, with its fine woods, which are open to the public.) We keep to the right, pass the church and vicarage (left), and reach (4 min.) a gate across the road. In ½ M. more we reach a second gate, where we find ourselves just below the tower on Leith Hill, to which we may ascend either by the direct but very steep path (5 min.), or by making a détour to the right. The *View from Leith Hill (965 ft.; tower generally open after 12, adm. 1*d*.) is beautiful and extensive, reaching in clear weather from the South Downs and the English Channel on the S. to the dome of St. Paul's on the N. It is said that 12 or 13 counties are visible. So many paths radiate from the heath-clad top of Leith Hill, that it is practically impossible to give accurate directions for the next part of the route. With the aid of the Ordnance Map and a pocket compass we shall probably find little difficulty in descending across Wotton Common and through the woods, in a direction a little to the W. of N., to the Swiss-looking little village of (½ hr.) *Friday Street* ('street or way of Friga'), picturesquely situated among trees on a large pond. A path along the E. bank of the stream descends hence to (1 M.) Wotton House, the home of *John Evelyn* (d. 1706), the diarist and author of 'Sylva'. to whose love for trees, inherited by his descendants, is owing much of the rich variety of the woods in the district. The house, an extensive red edifice (no admission), contains the MS. of Evelyn's Diary, the prayer-book used by Charles I. at his execution, and other relics. The path keeps to the right of the house and debouches on a private road, which we follow to the left, passing the front gate of Wotton House. At the (5 min.) lodge-gate we may turn either to the right to reach the highroad from Guildford to Dorking, or to the left (better), crossing the stream and taking a path to the right through the wood. On leaving the wood (½ M.) we follow the road to the right for a little and then take a field-path to the left, which joins the highroad at a (¼ M.) cottage known as *Evershed's*. [A little to the E. is the picturesque *Crossways Farm*.] Continuing our way to Guildford, we follow the highroad to (½ M.) *Abinger Hammer* and (½ M.) *Gomshall* (p. 47), where those who are fatigued may rejoin the railway. Beyond Gomshall we soon reach (1 M.) *Shere* (p. 47), on quitting which (at the sign-post) we choose the upper road to the right, leaving *Albury* (p. 47) below us to the left. (Another short digression may be made from the cross-roads to the *Silent Pool*, lying a little to the right of the road; key kept at an adjoining cottage.) This road ascends the *Albury Downs* to (1 M.) **Newlands Corner*, a spot famous for the beautiful view it commands. A finger-post here indicates our way to Guildford across the short turf of the Downs (fine views), passing several ancient yews. The *Church of St. Martha* (see p. 47) is a conspicuous object to the left, on the other side of the valley, along which the pilgrims' path is supposed to have run. After 1 M. we reach a road, which

we follow, to the right, to (1/2 M.) a finger-post, where we take the field-path leading in a straight direction to (1/2 M.) *Guildford* (see p. 64).

Railway from Dorking to *Guildford*, *Reigate*, *Farnborough*, and *Reading*, see p. 47.

Beyond Dorking the railway runs to the S., and beyond (25 1/2 M.) *Holmwood* and (30 1/2 M.) *Ockley* quits Surrey and enters Sussex. — 34 1/2 M. *Warnham*. — 37 1/2 M. **Horsham** (*King's Head; Anchor*, R. 3*s*. 6*d*., D. from 3*s*.; *Bedford*), is a small town with an E.E. church, and a *Grammar School* (1893), founded in 1532. The *Free Library* was opened in 1892 as a memorial of Shelley (1792-1822), who was born at *Field Place*, 2 M. to the N.W. Horsham is the junction of lines to Guildford (p. 64), to Three Bridges (p. 47), and to Shoreham and Worthing (p. 53). At (39 M.) *Christ's Hospital* or *West Horsham* are the extensive new buildings of Christ's Hospital ('Blue Coat School') a famous school founded by Edward VI. (1553) in London, whence it was removed in 1902.

The original costume of the boys is still retained, consisting of long blue gowns, yellow stockings, and knee-breeches. No head-covering is worn even in winter. Among the celebrated pupils of this school are William Camden, Stillingfleet, Middleton, Dyer, Samuel Richardson (?), S. T. Coleridge, Charles Lamb, Leigh Hunt, and Sir Henry Sumner Maine.

44 M. *Billingshurst*. — 50 M. *Pulborough* (Swan).

From Pulborough to Midhurst and Chichester, 23 M., railway in 1-1 1/4 hr. (fares 3*s*., 2*s*., 1*s*. 7*d*.). — 5 1/4 M. *Petworth* (Swan, R. or D. 3*s*. 6*d*.). **Petworth House* (Lord Leconfield) contains a valuable collection of pictures (Van Dyck, Holbein, Rembrandt, Turner, etc.) and also some important antique sculptures (adm. at 11, 12, 2, and 3 on Tues. and Thurs.); the *Park* is open daily. — 11 M. **Midhurst** (*Angel*, R. 4*s*., D. from 3*s*. 6*d*.), near which *Richard Cobden* (1804-65) was born, is visited for the sake of the fine ruins of **Cowdray*, a magnificent 16th cent. mansion, burned down in 1793. The large *King Edward VII. Sanatorium* for consumptives, on Easebourne Hill, was opened in 1905. The church of *Trotton*, 3 1/2 M. to the E., contains what is said to be the earliest brass in England to a lady (1310). Midhurst is also the terminus of a branch-line (L. & S. W. R.) from (9 1/2 M.) Petersfield (p. 67). — 13 1/2 M. *Cocking*; 16 1/2 M. *Singleton*, the station for Goodwood racecourse (p. 56); 19 3/4 M. *Lavant*. — 23 M. *Chichester* (p. 53).

Immediately beyond Pulborough we cross the *Arun*. — 54 M. *Amberley* has a ruined castle of the 14th century. About 2 M. to the E. is the Elizabethan mansion of *Parham* (Lord Zouche), with an interesting collection of armour in the hall and a heronry in the park (adm. by special permission only), and 3 1/2 M. to the W. is *Bignor*, with the remains of a **Roman Villa* (adm. 1*s*.).

57 1/2 M. **Arundel** (*Norfolk Arms*, R. 4*s*., D. 3*s*. 6*d*.; *Spread Eagle*, plain; *Bridge*), a small town situated on the river Arun. In the vicinity is **Arundel Castle**, the magnificent seat of the Duke of Norfolk (Earl of Arundel 'by tenure'), which was founded as early as the 10th century. It was besieged by Henry I. in 1102, and afterwards by Stephen, and it was again attacked in 1644 by the Parliamentary troops and left in ruins. The portion of the building now used as a residence was begun in 1791. The ancient **Keep*, dating from the 12th cent. (restored), and the *Dairy* (to the E.) are shown on Mon. & Frid. (12-4) by tickets obtained gratis at the

Norfolk Arms. Entrance by the principal gateway at the upper end of the town; the top commands a fine prospect of the surrounding country. The *Park (1200 acres) is open to the public. — The *Parish Church, erected in 1380, is worthy of notice. The Fitz-Alan Chapel, or chancel (no admission), is the private property of the Duke of Norfolk (who is a Roman Catholic), and is separated from the rest of the church. It contains old monuments of the Fitz-Alan family, from whom the earldom of Arundel passed in 1580 on the marriage of their heiress to an ancestor of the present holder. The fine modern *Church of St. Philip Neri* (Rom. Cath.) was built by the Duke of Norfolk at a cost of 100,000*l.* The Arun is noted for its mullet, a dish of which may be obtained at the hotel.

60 M. *Ford Junction* and thence to *Portsmouth* or *Brighton*, see p. 53

9. From London to Portsmouth.

73¾ M. London and South Western Railway from *Waterloo* in 2-3 hrs. (fares 12*s.* 2*d.*, 7*s.* 8*d.*, 6*s.* 1*d.*; return-tickets 21*s.* 4*d.*, 13*s.* 6*d.*, 11*s.* 6*d.*). — Portsmouth may be reached also by the London, Brighton, and South Coast Railway, viâ *Ford Junction* (comp. R. 8), from *London Bridge* and *Victoria* in 2-3¼ hrs. (same fares).

The train runs at first on a viaduct above the streets of London. *Vauxhall*, the first station, is still within the town; but we emerge into the country near (4 M.) *Clapham Junction*, through which 1200 trains pass daily, and beyond which picturesque scenery is traversed by the line. — 7½ M. *Wimbledon* lies a little to the S. of *Wimbledon Common*, with remains of British and Roman camps, and a golf-course. At (8½ M.) *Raynes Park* a loop-line diverges to *Epsom* (p. 60), *Leatherhead* (p. 60), and *Guildford* (p. 64). Near (10 M.) *Coombe & Malden*, to the right, is *Coombe House*. About 2 M. beyond (12 M.) *Surbiton*, a suburb of Kingston-on-Thames (p. 238), a branch-line to *Hampton Court* (see *Baedeker's London*) diverges on the right, and one to *Cobham*, *Clandon*, and *Guildford* on the left. — 14½ M. *Esher* (Bear), celebrated in the verse of Pope and Thomson. Of *Esher Place*, built by William of Wayneflete (15th cent.) and once the palace of Cardinal Wolsey, the only relic is *Wolsey's Tower*, a lofty gatehouse with octagonal towers near the Mole. The modern mansion occupies a different site. In the vicinity stands *Claremont*, built for Lord Clive, acquired by government for the Princess Charlotte (who died here in 1817), and purchased in 1882 by Queen Victoria. Louis Philippe died here in 1850. The mansion is now occupied by the Duchess Dowager of Albany. *Sandown Race Course* is near the station (eight meetings annually). — 17 M. *Walton* (*Oatlands Park, R. from 4*s.* 6*d.*, D. 5*s.* 6*d.*) is the station for *Walton-on-Thames*, 1 M. to the N. (p. 237). An omnibus plies thrice daily to the N.W. to (1 M.) *Oatlands Park*, formerly a royal demesne, and afterwards the property of the Duke of Newcastle. The house, rebuilt in 1794, is now a favourite hotel.

19 M. **Weybridge** (*Hand & Spear*, R. 4*s*., D. 2*s*. 6*d*.-4*s*.), prettily situated near the Thames, 1 M. from the station. In the neighbourhood rises **St. George's Hill* (520 ft.), commanding a beautiful view. — To the left lies the *Brooklands Motor Track*. A little farther on, a branch diverges to *Addlestone*, *Chertsey*, and *Virginia Water* (see *Baedeker's London*). We skirt the *Basingstoke Canal*. Beyond (22 M.) *Byfleet & Woodham* we observe the *Oriental Universal Asylum*, with a large mosque, on the left.

24½ M. **Woking** (*Albion*, R. from 3*s*. 6*d*., *Railway Hotel*, near the station; *White Hart*, in the village, ½ M. to the S.; *Rail. Rfmt. Rooms*), where our line diverges from the line to Basingstoke (Winchester, Southampton; see p. 76). The floriculturist should visit **Waterer's Nursery* at *Knaphill* (2½ M.; turning to the left at the station), especially in June, when the rhododendrons are in bloom. The old church, in the E.E. and Dec. styles, was restored in 1878. The ruins of *Newark Abbey* lie on the *Wey*, 2½ M. to the E. of Woking. *Woking Cemetery*, see p. 76.

30½ M. **Guildford** (*Lion*, R. from 4*s*. 6*d*., D. 4*s*. 6*d*.-5*s*.; *Angel*, R. 3*s*. 3*d*., D. 3*s*. 6*d*.; *Rail. Rfmt. Rooms*), the county-town of Surrey, with (1908) 22,000 inhab., pleasantly situated on the *Wey*, and well deserving Cobbett's description of it as the most 'happy-looking' town he ever saw. It consists chiefly of one steep main street, many of the buildings in which are most quaint and picturesque. Guildford is also a railway-junction of some importance (see pp. 47, 68).

Guildford is a place of great antiquity, its records extending back to the 10th cent., while there is also some reason to think that there was a Roman station on the same site. According to some historians, the massacre here in 1036 of the Norman attendants of Alfred the Atheling was among the chief links in the chain of events leading to Duke William's invasion of England. The town was formerly the centre of a considerable cloth-making industry, and its corn-market is still one of the most important in the S. of England.

The most prominent building is the keep of the old Norman Castle, which stands a little to the S. of the High St., rising on an artificial mound to a height of 70 ft., with walls 10 ft. in thickness; the grounds are now a public garden. Below the castle are large caverns in the chalk, which are supposed to have been connected with the crypt under the Angel Hotel. — Near the top of the High St., on the N. side, is Archbishop Abbot's Hospital, a picturesque Tudor building founded in 1619 for decayed tradesmen and their widows. It contains some interesting portraits (Wycliffe, Calvin, etc.) and two good stained-glass windows (in the chapel). — Opposite the hospital is *Trinity Church*, with a monument to Archbp. Abbot (d. 1633; in the S. aisle), who was born at Guildford, and Speaker Onslow. — The *Church of St. Mary*, in Quarry St., is more interesting, dating in great part from the Norman period. Visitors should notice the grotesque carvings of the roof and the paintings in the Baptist's Chapel, attributed to William of Florence

(ca. 1250). — The modern *Church of St. Nicholas*, at the foot of High St., incorporates the old Loseley Chapel (Perp.), with interesting monuments of the Mores of Loseley (see below).

Other more or less noteworthy buildings are the *Guildhall* (High St.), a brick and timber edifice of 1682, with some historical portraits; the *Grammar School*, at the head of the High St., dating from the 16th cent. with a chained library; and the *Royal Surrey County Hospital*, on the Farnham Road.

Environs (comp. Map, p. 64). *St. Catharine's Hill*, a small height 1¼ M. to the S., on the W. bank of the Wey, commands a good view and its summit is crowned by a small ruined chapel (14th cent.). Thence we may proceed to the S.W., via *Artington* and *Littleton*, to (2 M.) *Loseley*, a fine Elizabethan mansion (no admission) in a well-wooded park, and thence due W. to (¾ M.) the village of *Compton*, with a very interesting Norman church, possessing an almost unique double-storied chancel. Here is *Limnerslease*, long the country home of G. F. Watts (1817-1904). In Compton Lane, close by, is the *Watts Picture Gallery* (adm. Mon., Tues., & Frid. 2-5; other days free), containing an interesting collection of his paintings, drawings, and sculptures. In the new graveyard is an interesting mortuary chapel, decorated with terracotta and frescoes, executed by the villagers under the direction of Mrs. Watts. From Compton we ascend to the top of the (¾ M.) *Hog's Back* (see below) and follow the ridge eastwards (views) back to (1½ M.; 6-7 M. in all) **Guildford.**

To reach (2¼ M.) **St. Martha's Church** (see p. 47) from Guildford, we leave the town by Quarry St. and the Portsmouth road, and on passing the (¾ M.) old toll-house, near *Shalford Park*, take the shady lane to the left. Near the end of the lane we follow a footpath to the right, crossing a small plantation of firs, and reach a cottage at the foot of *Chantry House*, along which lies the rest of our route. To vary the return-route we may descend the N.E. side of St Martha's Hill and make for (1¼ M.) *Newlands Corner* (p. 64), whence we follow the ridge to (2¾ M.) Guildford as described at pp. 61, 62.

A breezy walk of 10 M., with unimpeded views on either side, may be enjoyed by following the road which leads along the curious chalk ridge called the *Hog's Back* (300-500 ft.) to *Farnham* (p. 76). On reaching (8 M. the end of the ridge, *Waverley Abbey* (p. 67) may be included in the walk by a diversion of 1½ M. to the S. (in all 11½ M.). — Other points of interest within easy walking distance of Guildford are *Sutton Place* (3 M. to the N.), a Renaissance mansion of the Tudor period, with highly interesting terracotta decorations; *Clandon Park*, 2 M. to the N.E., on the road to (12 M.) *Leatherhead* (p. 60), and *Godalming* (see below), 4 M. to the S.

From Guildford to *Dorking* on foot, see p. 61. — Railway to *Dorking* and *Reigate* and to *Farnborough* and *Reading*, see p. 47. to *Farnham*, p. 64.

Beyond Guildford the train passes through a tunnel and soon reaches (34 M.) *Farncombe* and —

35 M. **Godalming** (*King's Arms*; *Angel*, R. from 4s., B. 3s. 6d.), a quaint little country-town (accent on the first syllable), with several old-fashioned timber-houses (17th cent.). The *Church*, near the station, is a large building with a Norman tower. On the hill to the N. is the imposing building of the *Charterhouse School*, founded in London in 1611 and removed to Godalming in 1872; it has room for 500 boys. An archway, with names carved on it by old pupils, was brought from London. In the new cloister (1903) are memorials to distinguished pupils. The library contains the MS. of 'The Newcomes' by Thackeray and many of the original 'Punch' drawings by

Leech, both novelist and artist having been educated at the Charterhouse. The country round Godalming affords abundance of charming walks. — 36½ M. *Milford.* — 38½ M. *Witley* has an E. E. church containing some brasses.

43 M. **Haslemere** (*White Horse*, R. 4*s.* 6*d.*; *Swan*, R. 3*s.* 6*d.*; *Royal Huts Hotel*, pens. 7*s.* 6*d.*, *Hindhead Beacon*, first-class, *Moorlands*, R. 5*s.* 6*d.*, D. 5*s.*, *Thirlestane*, these four all on Hindhead, see below; numerous *Boarding Houses*) is the best starting-point for a visit to Blackdown and Hindhead, two fine points of view. George Eliot lived at Brookbank in *Shotter Mill*, a little to the W. of the station; Tennyson built himself a house (Aldworth; where he died in 1892) on the S. side of *Blackdown* (918 ft.), which rises about 2 M. to the S.; and Prof. Tyndall (1820-93), Grant Allen (d. 1899), G. Bernard Shaw, and Sir A. Conan Doyle are among the past and present residents near the top of Hindhead. Haslemere possesses an interesting *Educational Museum*, built and maintained by Mr. Jonathan Hutchinson.

Omnibuses (6*d.*) ply regularly from Haslemere to (3 M.) *Hindhead;* and a motor-omnibus to *Farnham* viâ Hindhead, Churt, and Frensham.

From Haslemere to Hindhead on foot, 2½ M. On leaving the station we turn to the left, then to the left again, crossing the railway, and passing to the right of the church. At the (¾ M.) bifurcation we descend to the left, passing a red gabled house. The long dark ridge of Hindhead is now in full view ahead of us. We continue straight on along the hollow lane, keeping the hedge close on the left, until the (½ hr.) top of the saddle is gained, whence there is a beautiful view of the summit, across picturesque stretches of gorse and heather. The lane now becomes a cart-track and descends steeply, afterwards ascending again and leading to (45-50 min.) *Windy Gap*, close under the summit. [Another route leads at once under the railway, to the right (S.) of the station, and turns to the right a little way up the hill. The road thus entered runs right up to (2 M.) Hindhead.] The highest point of Hindhead (895 ft.), marked by a granite cross, commands a most beautiful and extensive view. The cross and the name (*Gibbet Hill*) attached to this spot commemorate the murder of a sailor in 1786 at a point (marked by a stone) on the old Portsmouth road, on the N. side of the hill, and the fact that the murderers were afterwards captured and hanged on the scene of their crime. The romantic and lonely hollow round which the road here runs, mentioned by Dickens in 'Nicholas Nickleby', is called the **Devil's Punch Bowl;* and the tourist should make his way along it, either by the old coach-road or by the road on the ridge of Hindhead, to the W., to (¾ M.) the *Royal Huts Hotel* (see above), which lies a little beyond the point where the roads meet. Hindhead and its commons (golf-course) have been public property since 1905.

From Hindhead to Farnham viâ Frensham Ponds and Waverley Abbey, 9-10 M. From the Royal Huts Hotel (see above) we follow the Farnham road to the N.W. and after ⅓ M. diverge from it to the left by the road (guide-post) leading across a wide expanse of moor to *Churt* and (4 M.) *Frensham Great Pond* (Pond Hotel), a small lake in the middle of Frensham Common, a sandy heath, with three curiously-shaped mounds known as the *Devil's Jumps*. We keep to the road, which skirts the E. (right) side of the pond. At the (½ M.) cross-roads, where there is a school, we keep to the right, soon reaching (¾ M.) a bridge over the *Wey*. To the right is *Pierrepont House*, a pleasing example of Norman Shaw's modern-antique style. Ascending the hill for a few minutes more, we reach *Millbridge*, where we keep straight on if bound for Farnham direct (3½ M.), or turn to the right at the post-office if going to

Waverley Abbey. In the latter case we turn to the left at (1¼ M.) *Tilford*, and after ⅓ M. more to the right. ¼ M. Bridge, where we keep straight on up the hill. At the (5 min.) top we diverge to the left and follow the cart-track through the wood, which rejoins the road ½ M. farther on, a little above the entrance to *Waverley Abbey*, to which visitors are admitted on application to the lodge-keeper. The remains of this, the earliest Cistercian foundation in England (12th cent.), which is said to have suggested to Walter Scott the title of his first novel, are very prettily situated on the bank of the Wey (adm. 6*d*.). — Waverley Abbey s 2 M. from Farnham by the direct road. — *Farnham*, see p. 76.

Beyond Haslemere are (47 M.) *Liphook* (Royal Anchor, R. from 2*s*. 6*d*., D. 4*s*.; Wheatsheaf) and (51½ M.) *Liss* (Spread Eagle), both good centres for pedestrians.

55 M. **Petersfield** (*Red Lion*, R. 3*s*., D. from 3*s*. 6*d*.; *Dolphin*, R. 3*s*. 6*d*.), a small town with a Norman church and a grammar-school, is the junction of a branch-line to (9½ M.) *Midhurst* (p. 62). Bedale's School, in the vicinity, is an interesting experiment in co-education. — The train penetrates the chalky South Downs by a tunnel, passes (63½ M.) *Rowland's Castle*, and reaches (66½ M.) *Havant*. — Thence to (73¾ M.) *Portsmouth*, see R. 7.

10. Isle of Wight.

Approaches. The regular approaches to the Isle of Wight are viâ Ryde, viâ Cowes, or viâ Yarmouth. To Ryde: steamers from *Portsmouth* and *Southsea*, at frequent intervals daily, in ½ hr. (fares 1*s*. 1*d*., 9*d*.); from *Stokes Bay*, 6 times daily in ¼ hr.; from *Southampton*, 5 times daily viâ Cowes in 1½ hr., once direct in 1 hr. (2*s*. 2*d*., 1*s*. 8*d*.). — To Cowes: from *Southampton*, 5 times daily in 1 hr. (1*s*. 6*d*., 1*s*.); from *Portsmouth* and *Southsea*, several times daily in ¾ hr. (1*s*. 6*d*., 1*s*.). — To Yarmouth: from *Lymington*, 7 times daily in ½ hr. (1*s*. 9*d*., 1*s*. 2*d*.). — The Sun. services are less frequent; no Sun. steamers from Stokes Bay. — In summer steamers ply also from Portsmouth to *Sea View* and *Bembridge*, and there are numerous cheap excursions to the island.

From London: to Ryde viâ *Portsmouth Harbour*, in 2¾-4½ hrs. (fares 13*s*. 11*d*., 8*s*. 11*d*., 7*s*. 4*d*.), either from Waterloo Station (L. & S.W. Railway; see R. 9) or from Victoria or London Bridge (L. B. & S. C. Railway; RR. 8, 7); viâ *Stokes Bay* (p. 82), in 3-5 hrs. (same fares), from Waterloo Station (see R. 11). — To Cowes viâ *Southampton*, in 3½-5 hrs. (17*s*. 2*d*., 9*s*. 10*d*., 8*s*. 2*d*.), from Waterloo Station (see R. 11); viâ *Portsmouth* in 4-5 hrs. (16*s*., 10*s*. 5*d*., 8*s*. 10*d*.), from London Bridge or Victoria. — To Yarmouth viâ *Lymington* (p. 87), in 3-3¼ hrs. (17*s*. 10*d*., 11*s*. 9*d*., 9*s*. 3*d*.), from Waterloo Station (see RR. 11, 12).

Those who have time to spare will prefer to spend at least a week in the island, but in favourable weather its finest points may be visited in Three Days: — 1st Day. From Ryde to Shanklin by rail (fares 2*s*., 1*s*. 4*d*., 7*d*.) in 25 min.; thence on foot to Shanklin Chine, and to Ventnor viâ Bonchurch, in 1½ hr.; in the afternoon to Blackgang and back in 4½ hrs. by coach (comp. p. 71). — 2nd Day. From Ventnor to Freshwater and Alum Bay by coach in 3½ hrs., visiting the Needles, and returning by coach to Freshwater (fare about 7*s*.); from Freshwater to Newport by train in ¾ hr. — 3rd Day. Excursions from Newport; from Newport to Cowes, rail in ¼ hr. — Alternative routes for the second and third days: — 2nd Day. From Ventnor to Newport (10 M.) by coach or by train (pp. 72, 73); excursions from Newport. — 3rd Day. From Newport to Yarmouth and Freshwater by train (p. 74), in ¾ hr., visiting Alum Bay and the Needles; in the afternoon back to Newport, and thence to Cowes. — To see as much as possible in One Day, take an early train from Ryde to Ventnor, arriving at the latter place in time for the coach (10 a.m.) to Freshwater and

Alum Bay, and back to **Freshwater** (as at p. 67); in the afternoon proceed by train from Freshwater to Newport, and visit Carisbrooke Castle; then to Ryde or Cowes by late train. — TWO DAYS: — 1st Day. From Ryde to Newport by train; to Carisbrooke Castle on foot; from Newport to Shanklin by rail; from Shanklin to Ventnor on foot; spend night at Ventnor. — 2nd Day. Coach (as at p. 67) to Freshwater and Alum Bay (visiting the Needles), and back to Freshwater; train from Freshwater to Newport; railway to Cowes; steamboat to Portsmouth or Southampton.

Railway fares in the Isle of Wight are high, and third-class carriages are generally provided only on one or two trains daily, running at an inconveniently early hour. As, however, the distances are short, the traveller will find that the numerous coaches and motor-cars supplemented by a little walking, will make him comparatively independent of the railway. Various excursion facilities are, however, offered in summer at lower rates. — In the height of the season (Aug.) the island is crowded with visitors, and accommodation is often difficult to obtain unless previously ordered. Boarding-houses and lodgings are numerous.

A voyage round the island (occupying 6-7 hrs.), for which an opportunity is usually afforded almost daily in summer by steamers from Ryde and Cowes, is very pleasant in fine weather (fare 2*s.* 6*d.*-3*s.*).

The ***Isle of Wight**, the *Vectis* of the Romans, lying from 2 to 6 M. distant from the S. coast of England, contains within a comparatively narrow compass a remarkable variety of charming scenery. In circumference it measures about 65 M.; from E. to W. it is 23 M. long, and from N. to S. 13 M. broad. Pop. (1901) 82,387. The highest points are St. Boniface Down (787 ft.) to the S.E., and St. Catherine's Hill (781 ft.; p. 72) to the S.W. The Undercliff on the S., and Alum Bay and Freshwater Cliffs on the W. are the finest points. — The river Medina divides the island into two portions, or *hundreds*, called the *East* and *West Medina*, each comprising 16 parishes. The S. part is sometimes spoken of as the *Back of the Island*.

Ryde. — *ROYAL PIER HOTEL (Pl. a), R. from 5*s.* 6*d.*, D. 5*s.*; MARINE (Pl. b), R. from 2*s.* 6*d.*, D. 2*s.* 6*d.*; EAGLE & ALBANY (Pl. c), R. from 2*s.* 6*d.*, D. 3*s.* 6*d.*; all these on the beach, with a fine view; YORK (Pl. d), 11 George St.; YELF'S (Pl. e), Union Street. — Higher up (beyond Yelf's), about 1/3 M. from the Pier, CROWN (Pl. f), R. from 4*s.*, D. 3*s.* 6*d.*, commercial. — WAVERLEY TEMPERANCE, R. from 2*s.* 6*d.* — SOLENT, at Binstead, 1 M. from the pier, with large grounds, first-class, from 3*l.* 3*s.* per week, highly spoken of. — *Young's Restaurant*, 30 Union Street; *Albany*, on the Esplanade. — Private lodgings not exorbitant. — *Post Office*, Union Street. — *Regattas* in Aug. and Sept. — *Theatre*, St. Thomas's Square; *Pier Pavilion*. — *Baths* at the end of the short pier (adm. 6*d.*).

The railway at Ryde runs out to the end of the pier (*Pier Head Station*, with buffet), and travellers with through-tickets to Ryde are conveyed without extra charge to the *Pier Gates* (or *Esplanade*) or *St. John's Road* (town) stations. Passengers for other parts of the island do not change.

COACHES and MOTOR OMNIBUSES run from Ryde in summer to Ventnor, Shanklin, Osborne, Newport, and other places of interest.

Ryde, an agreeable and thriving watering-place (11,042 inhab.), with an *Esplanade* nearly 2 M. long, affords many pleasant walks. The *Promenade Pier* (adm. 2*d.*), 1½ M. in length, is a favourite and fashionable promenade (*Restaurant); along one side run an electric tramway-line (1*d.*) and the pier railway (see above). The *Victoria Pier* is used for bathing. The *School of Art*, in George St., contains a small museum (adm. free). *All Saints Church*, designed by Sir Gilbert Scott, has a lofty tower and spire (good view from the tower;

Continued in the map of the Environs of S

PORTSMOUTH
Southampton
Alverstoke
Stokes Bay
Haslar Hospital
Gosport
Southsea
Southsea Castle
Fort Monckton
Stokes Bay Sta.
Gilkicker Battery
Old Castle Point
Osborne Bay
Osborne
Palmer's Brook
Woottonbridge
Ryde Roads
Fishbourne
Quarr Abbey
Binstead
Pig Head Sta.
Esplanade
Small Brook
Puckpool Point
Spring Vale
Nettlestone Point
Sea View
Horestone Point
Priory Bay
Nodehorn Point
Brading Harbour
Yarbridge Pt.
Whippingham
Wootton Bridge
Quarr Rd.
RYDE
Haylands
Wootton
Smallbrook Stream
Nettleston
Priors
St Helens
Marvin Street
Little Blue Field
Ashey
Carpenters
Bembridge
Lane End
Foreland
Foreland Field
NEWPORT
Shide
Downend
Combley Fm.
Ashey Down
Wroxall
BRADING
Brading Pk.
Long Ledge
Whitecliff Bay
Arreton Dn.
Arreton
Newchurch
Bembridge Pt.
Culver Cliff 254
Culver Down
Blackwater
St George's Dn.
Manstone
Alverstone
Haven
Sandown
Lake
SANDOWN
Sandown Bay
Shanklin
Little Stairs Point
Shanklin Chine
Horse Ledge
Lucombe Chine and Pier
Landslip
Dunnose
Bonchurch
VENTNOR
Godshill
Sandford
Landguard Manor
Princelets
Rookley
Lindbridge
Merstone Jnct.
Merstone
Rowford
Calbourne
Rowborough Camp
Rowborough
Arreton Down
Stenbury Down
St Boniface Dn.
St Boniface
Week Dn.
Week
Whitwell
St Catherine's Hill
St Catherine
Niton
Rocken End
Blackgang Chine
St Lawrence
Woody Point
Bonnet Point
Rocken Bay
Rocken Inclosure
Undercliff
Knowles Hill
Ventnor Cove
Steephill Castle
Ventnor Park
Ventnor Rocks
Ventnor Fm.
Ventnor Down
Ventnor Fort
Ventnor Sta.
Ventnor Rd.

6*d*.). To the W. of the pier is the building of the *Royal Victoria Yacht Club*. To the S.E. of Ryde lie a number of picturesque country-seats, and the surrounding district is finely wooded.

To Quarr Abbey and Fishbourne, a pleasant walk of 2 hrs. (there and back). Starting from the Crown Hotel, we descend St. Thomas's Street to the N., and take the first turning to the left (Spencer Road); over one of the gates in which we observe the figure of a stag); we then walk straight on till we reach (10 min.) a small gate. To the right, on the other side, is a second gate, opening on a footpath, which leads in 10 min. to *Binstead Church* (rebuilt in 1842). The figure of a man on a ram's head over the gateway here is said to have been a Saxon idol. We next turn to the right, and reach a point where we see a road on the left, a narrow wood-path on the right, and another road between the two. We take the last or intermediate track, arriving after a few paces opposite the gate of a private dwelling, where we take the path to the left. Emerging from this on to the highroad we turn to the right, and in 5 min. reach the inconsiderable, but prettily-situated ruin of °**Quarr Abbey**, an old Cistercian monastery, founded in 1132. The neighbouring *Quarr Abbey House* has been acquired by a community of French Benedictines, who are building a new abbey-church. — From the ruin we proceed in a straight direction, passing through the gate and ancient archway, to (¼ hr.) **Fishbourne** (Inn, well spoken of), picturesquely situated amid luxuriant wood at the entrance of *Wootton Creek*.

On the coast to the E. of Ryde lie the smaller and quieter seaside resorts of (1½ M.) *Spring Vale* (Royal Turret, pens. from 6*s*.) and (2 M.) **Sea View** (*Pier*, R. from 4*s*., D. 5*s*.; *Sea View;* steamer, see p. 67), with a long pier.

From Ryde to Newport. The direct railway route is by *Ashey*, *Haven Street*, *Wootton*, and *Whippingham* (20-25 min.; fares 2*s*., 1*s*. 5*d*., 8½*d*.; comp. Map). *Whippingham Church* (2 M. from the station), designed by the late Prince Consort, contains a medallion of the Prince Consort by Theed, a font designed by Princesses Christian and Louise, and a memorial chapel to Prince Henry of Battenberg (d. 1896), who was married here to Princess Beatrice in 1885. *Osborne* (p. 75) lies 1 M. beyond the chapel. — Newport may be reached also by railway from Ryde or Ventnor viâ *Sandown* (see p. 70).

From Ryde to Ventnor, 12 M., railway in ½-¾ hr. (fares from the Pier Head 3*s*. 7*d*., 2*s*. 6*d*., 1*s*. 4½*d*.). — From the *Pier Head* the train runs along the pier, stopping at the *Esplanade Station* at its landward end, to *St. John's Road*, in the upper part of the town of Ryde. The railway then runs S. to (4 M. from St. John's Road) **Brading** (*Bugle; Red Lion*, R. 2*s*., D. 3*s*.), a small and ancient town at the foot of *Brading Down*. The ancient stocks and bull-baiting ring are still preserved here. The *Church* contains the burial-chapel of the *Oglanders*, a family which came over to England with William the Conqueror; their ancestral seat of *Nunwell* lies in a fine park in the neighbourhood. A brazen tablet in the church commemorates the *Rev. Legh Richmond* (p. 73).

At *Morton Farm*, ½ M. from Brading station, are the remains of a large °**Roman Villa**, with tesselated floors (adm. 1*s*., Mon. 6*d*.). A series of Roman coins (A.D. 222-350), numerous tiles, window-glass, and a human skeleton have been found among the ruins. — About 1 M. to the S.E. of Brading, at the foot of *Bembridge Down* (355 ft.), is the church of *Yaverland*, with a Norman door and chancel-arch. Towards the sea Bembridge Down ends in *Culver Cliff*.

Branch-line from Brading to *St. Helen's* and (3 M.) *Bembridge*, at the mouth of *Brading Harbour* or estuary of the *Yar*. Bembridge (*Royal Spithead Hotel*, R. 4*s*. 6*d*.; *Bembridge*, R. from 3*s*. 6*d*., D. from 3*s*.) is frequented for sea-bathing and has direct steamboat communication with Portsmouth (see p. 67). At St. Helen's are excellent golf-links (ferry from Bembridge, 3*d*.).

6 M. **Sandown** (*Ocean*, R. from 5*s.* 6*d.*, D. 6*s.*; *Sandown*, R. or D. 5*s.*; *Pier*, R. from 4*s.*, D. 4*s.* 6*d.*; *York*, well spoken of, R. 3*s.* 6*d.*, D. 2*s.* 6*d.*), the junction for *Newchurch*, *Horringford*, *Merstone* (p. 73), and *Newport* (p. 73), a thriving town and frequented bathing-place with 3600 inhab., a pier (1000 ft. in length) with a concert-pavilion, an esplanade, the Ferncliff Pleasure Grounds (adm. 2*d.*), and golf-links (2*s.* 6*d.* per day, 10*s.* per week).

8¼ M. **Shanklin.** — Royal Spa, on the Esplanade, R. from 5*s.*, D. 5*s.*; Daish's, in the town, R. from 5*s.*, D. 5*s.*; Hollier's, R. from 4*s.* 6*d.*, D. from 3*s.*; Marine, near the station, R. from 3*s.* 6*d.*, D. from 3*s.*; Madeira, R. from 4*s.*, D. 3*s.* 6*d.*; Chine Inn, R. from 2*s.* 6*d.*, D. 3*s.* 6*d.*, Crab, at Shanklin Chine (see below). — Numerous boarding-houses.

Coaches ply from Shanklin to Blackgang, Carisbrooke, and Newport, to Cowes and Osborne, and to Freshwater and Alum Bay. — Cab from the station to the village or cliffs, for 1-2 pers., with one horse 1*s.*, with two horses 1*s.* 6*d.*, to the shore 2*s.* 6*d.* or 3*s.* 6*d.*; each addit. pers. 6*d.* or 9*d.*

Shanklin (300 ft.), situated in a pleasant valley, is now an extensive watering-place with 3533 inhab., a good beach, and a pier (1*d.*). In 1861 its population was only 355. The picturesque old *Rectory* is completely overgrown with unusually fine myrtles. A lift (1*d.*) connects cliff and beach. Shanklin Chine, see below.

Beyond Shanklin the railway runs inland to (10½ M.) *Wroxall* (Hotel, R. or D. 2*s.* 6*d.*), near which is the noble *Park of Appuldurcombe* (no admission), containing the magnificent mansion of that name, now occupied by French Benedictine monks. A granite obelisk (injured by lightning), on the highest point in the park, commemorates Sir Robert Worsley, author of a history of the Isle of Wight and a former owner of this estate. — The line once more descends to the sea at (12 M.) *Ventnor* (p. 71).

From Shanklin to Ventnor on Foot (preferable to the railway). At the E. end of the esplanade is the seaward entrance of **Shanklin Chine* ('ravine' or 'cleft'; adm. 3*d.*), a picturesque wooded fissure in the cliffs, through which we ascend to the (10 min.) upper end. On a shield over a small fountain, a little to the right of this point, are some lines written by Longfellow when staying here in 1868. We, however, turn to the left on quitting the chine and from the cross-roads (guide-post) follow Luccombe Road, which is continued by a footpath leading in 20 min. (with beautiful retrospects) to *Luccombe Chine*, another but less attractive ravine. Without descending (left), we go straight on through the gate. About ⅓ M. farther on, the path descends through wood to the 'Landslip', which it traverses to (¼ hr.) —

Bonchurch (**Bonchurch Hotel*, R. from 4*s.* 6*d.*, D. 5*s.*, pens. 10*s.* 6*d.*), lying picturesquely at the E. extremity of the **Undercliff*, a curious rocky plateau or row of cliffs, ¼-1½ M. in width, owing its position and appearance to a succession of landslips, and extending to Blackgang Chine (p. 72), a distance of 6-7 M. (To reach the village and hotel we ascend to the right.) The old churchyard

(sexton usually in the church) contains the graves of John Sterling (a plain stone in the S.W. corner), whose life was written by Carlyle, and of the Rev. W. Adams (d. 1848), author of the 'Shadow of the Cross'. The tiny church is of Norman origin. In the lovely *Churchyard of the new church, a little farther up the hill, is the grave of Algernon Swinburne (1837-1909), part of whose youth was spent at *East Dene*, close by. The *Pulpit Rock* and *Hadfield's Lookout* or *Flagstaff Rock*, in the grounds of *Undermount* (no adm.), and **St. Boniface Down* (787 ft.), command magnificent views. Either continuing to follow the road, or returning to the path along the cliffs, we reach, in 20 min. more —

Ventnor (Plan, p. 68). — **Hotels.** 'Royal (Pl. a), R. from 4*s.* 6*d.*, D. 5*s.*; 'Royal Marine (Pl. b), R. from 4*s.* 6*d.*, D. 5*s.*; Esplanade (Pl. c), R. 3*s.* 6*d.*, D. 4*s.*; Metropole (Pl. d), R. from 4*s.* 6*d.*, D. 4*s.*; all admirably situated, with view of the sea. In the town, high up, *Crab & Lobster (Pl. e), with a pretty garden, R. from 3*s.*, D. 4*s.* 6*d.* — Second class: *Commercial (Pl. f), R. from 2*s.* 6*d.*, D. 4*s.*; Terminus Hotel (Pl. g), at the station, unpretending, R. 3*s.* — Rayner's Temperance Hotel (Pl. h), R. from 2*s.* 6*d.*, D. 3*s.* 6*d.* — In the vicinity are various other hotels and numerous lodging-houses; charges from 2*l.* a week.

Coaches. In summer the following excursion-coaches ply regularly from Ventnor: 1. To *Freshwater Bay*, the *Needles*, *Alum Bay*, and back, starting about 10.15 a.m. and reaching Ventnor again at 6.30 p.m. (fare to Freshwater and back 6*s.*, to Alum Bay and back 7*s.* 6*d.*). A stoppage for luncheon is made at the Freshwater Bay Hotel. — 2. To *Blackgang Chine*, *Carisbrooke Castle*, the *Roman Villa*, and *Newport*, returning viâ *Rookley*, *Appuldurcombe Park*, and *Wroxall* (11 a.m. to 6 p.m.; fare 5*s.*; luncheon at the Blackgang Chine Hotel or at the Red Lion Hotel, Carisbrooke). — 3. To *Arreton*, *Osborne*, and *Cowes*, returning by *Newport* and *Godshill* (11 a.m. to 6 p.m.; fare 5*s.*; luncheon at Cowes). — 4. To *Bonchurch*, *Shanklin*, *Sandown*, *Brading*, and *Ryde* (11 a.m. to 5.30 p.m.; 5*s.*, to Shanklin and back 3*s.*; luncheon at Sandown Hotel). — 5. To *Blackgang*, every morning and afternoon (fare 1*s.* 6*d.*, there and back 2*s.*).

Ventnor, beautifully situated on a series of irregular terraces rising above *Ventnor Cove*, offers, like many other parts of the island, a suitable residence for persons with delicate chests. In winter the climate is almost Italian in its mildness, frost and snow being of rare occurrence, while in summer the heat is tempered by seabreezes. Pop. (1901) 5866. The *Royal Victoria Pier* (1-2*d.*) was opened in 1887. On the Esplanade is the *Pavilion*, for concerts and other entertainments, and in High St. is a small *Museum* and reading-room in the building of the Literary Club. About 1 M. to the W. is *Steephill Castle*, occupied in 1874 by the Empress of Austria (d. 1898), with a beautiful garden (no adm.). Opposite is **Ventnor Public Park*, commanding a fine view of the whole of the Undercliff from its highest point. Golf-links on *New Down*.

Excursions. The principal excursion is to *Blackgang* (coach, see above). The road runs at a high level, passing the Royal Hotel, Ventnor Park, Steephill, and the *National Consumptive Hospital*, to (2 M.) *St. Lawrence*, a neat little village, the old church of which is the most ancient in the island and was long the smallest in Great Britain. At a group of elms, known as the 'Seven Sisters,

diverges (right) a road to the station (p. 73). On the left side of the main road stands the new church, beyond which, on the same side, but far below the road, are the ivy-clad remains of a small 13th cent. house. Farther on we pass the prettily-environed villa of *Mirables* and the fishing-village of *Puckaster*, near which is *Lloyd's Signal Station* (left), and reach (4½ M.) *Sandrock* (*Royal Sandrock Hotel, R. from 2*s.* 6*d.*, D. 3*s.* 6*d.*), with a mineral spring, being the modern part of the village of *Niton* (White Lion, R. & B. 4*s.*, D. 3*s.* 6*d.*; Buddle, R. or D. 2*s.* 6*d.*), which lies a little to the landward. Below the village, on the southernmost point of the island, is *St. Catherine's Lighthouse* (adm. after 10 a.m., on Mon. after noon). The small *Temple* visible in some private grounds was erected to commemorate Shakespeare's tercentenary (1864). About 1 M. beyond Sandrock is *Blackgang* (*Blackgang Chine Hotel, R. 4*s.*, D. 3*s.*), up to which point the road has wound along the foot of the Undercliff. The fine marine views, with the bright green of the trees and bushes, here recall the scenery of the Mediterranean. Around are numerous charming country-houses, villas, and gardens.

Adjoining the hotel is the ravine called *Blackgang Chine (adm. 6*d.*), to which a steep path, partly cut into steps, descends; the rocks here reach a height of 400 ft. Below is a fine stretch of beach. We return to the top leisurely in ½ hr. — Above Blackgang is *St. Catherine's Hill* (781 ft.), commanding a most extensive view over land and sea.

From Ventnor to Freshwater Bay and Alum Bay (22 M.; coach in 3½ hrs.; fare 5*s.* or 6*s.*). As far as (5½ M.) Blackgang we follow the preceding route. Beyond Blackgang a new military road runs straight along the coast to Freshwater Bay, but the coaches usually follow the more picturesque old road described below. This diverges to the right beyond the village of *Chale* (Clarendon, pens. from 5*s.*), and enters a flatter and less attractive district. *Kingston*, a little farther on, has a small church picturesquely situated on the roadside. Near (10½ M.) *Shorwell* is the fine old mansion of *Northcourt*, lying in the midst of beautiful woods. About 2½ M. farther on is *Brixton* (Five Bells), with a picturesque old church, restored in 1852. Next come (15 M.) *Mottistone* and (16 M.) *Brooke;* the manor-house of the latter, on the left, is pleasantly embowered in groves of noble trees. Opposite is a small new church. The *Pine Raft* is a submerged pine forest, seen at low tide. Above us, on the right, is *Mottistone Down*, 667 ft. above the level of the sea. About 1 M. before reaching Freshwater Bay we obtain a view of Yarmouth (p. 74), the Solent, and the mainland to the right. From (20 M.) *Freshwater Bay* (p. 74) we may proceed to (2 M.) *Alum Bay* (p. 75), where the coach waits long enough to allow of a visit to the *Needles* (p. 75).

From Ventnor to Newport, 11 M., railway in 29 min. (fares 2*s.* 7*d.*, 1*s.* 9*d.*, 10½*d.*), starting from *Ventnor Town* (p. 71).

Another railway-route (15 M., in 35 min.) runs from *Ventnor* viâ *Sandown* and *Merstone* (fares 3*s.* 6*d.*, 2*s.* 8*d.*, 1*s.* 3*d.*; see p. 70).

The first station is *St. Lawrence* (p. 71), beyond which the train traverses a tunnel through the cliff. 3 M. *Whitwell* (Railway Hotel, R. 3*s*., D. 2*s*. 6*d*.), with an interesting Norman and E. E. church. 5½ M. *Godshill* (Griffin) has a large and interesting church situated picturesquely on the top of a knoll. At (7½ M.) *Merstone Junction* we join the line from Sandown. Carriages are usually changed here. — 9 M. *Blackwater;* 10½ M. *Shide.* — 11 M. *Newport* (see below).

The coaches (preferable to the railway) generally go viâ Blackgang (comp. p. 72) and return from Newport by the direct road (10 M.) viâ *Shide*, *Blackwater*, *Rookley*, and *Godshill* to *Wroxall* (p. 70; Appuldurcombe Park on the right), and thence descend between *Wroxall Down* (left) and *Rew Down* (right) to *Ventnor*.

Newport. — Bugle, R. from 4*s*.; Warburton, R. from 3*s*. 6*d*.; Swan. — Wheatsheaf, a good second-class house, R. 2*s*. 6*d*., D. 2*s*.-3*s*. 6*d*.; Star, R. 2*s*. 6*d*., D. 2*s*. — *Coaches* ply in summer to Ventnor (comp. p. 71), Ryde, etc.

Newport, the capital of the Isle of Wight, with 10,911 inhab., lies on the *Medina* (p. 68), which is navigable up to this point. It was once the 'new port' of Carisbrooke (see below), whence the name. The imposing *Church* contains a tasteful *Monument to the memory of the Princess Elizabeth, daughter of Charles I. (see below), by *Marochetti*, erected by Queen Victoria in 1856. In the *Isle of Wight Museum* (11-4; adm. 3*d*.), in Quay St., are small local collections. In Sept., 1648, Charles I. was brought from Carisbrooke to take part in the negotiations for the so-called 'Treaty of Newport', which were carried on in the *Grammar School*. On the fruitless issue of the negotiations Charles was removed (30th Nov.) to Hurst Castle in Hampshire (p. 87), which he soon left for Whitehall and his death (30th Jan., 1649). — About 1 M. to the W. of Newport rises —

***Carisbrooke Castle.** This ancient, ivy-clad stronghold of the lord of the island is picturesquely placed on the top of a steep eminence (adm. 4*d*.).

The earliest building was Saxon, but the *Keep*, the oldest existing portion, is of Norman origin. The other parts date chiefly from the 13th cent., while the outworks were added by Queen Elizabeth. Charles I. was detained captive here for a considerable time before his execution; and his son Henry, Duke of Gloucester, and his daughter, Princess Elizabeth, were afterwards imprisoned here. The princess died in the castle 19 months after her father's death, and the young prince was released two years later. The remains of the rooms where Charles was imprisoned, and of the chamber in which his daughter breathed her last, may still be seen. The castle-well, 160 ft. deep, from which the water is drawn by a donkey inside a large windlass wheel, is always an object of interest to visitors (adm. 2*d*.). In the gate-house is a small *Museum* (2*d*.) with relics of Charles I. and a few antiquities. The church of St. Nicholas in Castro, within the castle walls, was rebuilt in 1904 as a memorial of Charles I. — The restored *Church* of *Carisbrooke* (Waverley; Red Lion; Castle, Eight Bells, R. at each 2*s*. 6*d*.-3*s*., D. 3*s*.-3*s*. 6*d*.), contemporaneous with the castle, possesses a simple, but handsome and well-proportioned tower. A *Roman Villa*, with a tesselated floor, was discovered at Carisbrooke, near the castle, in 1859 (adm. 6*d*.).

Another very pleasant excursion may be made to the S. E. to the village of (3 M.) **Arreton** (White Lion), lying in a picturesque valley, the dwelling-place of Legh Richmond's 'Dairyman's Daughter', who is buried in the

churchyard. The summit of ***Arreton Down** (444 ft.), reached in 1/2 hr., commands one of the finest and most varied prospects in the island. To the N.E. the view is terminated by Portsmouth and Gosport, while to the S. the eye rests on the fertile valley of the *Yar*, which separates the central chain of hills from the southern. At the top are two large barrows, in which some ancient armour was discovered. — Arreton and Arreton Down may be conveniently visited also from Ryde or Ventnor, by taking the train to *Horringford* (p. 70), which is 1 M. from Arreton.

From Newport to Yarmouth and Freshwater, 12 M., railway in 30-40 min. (fares 3*s.*, 2*s.*, 1*s.*). — 1 1/4 M. *Carisbrooke* (p. 73). To the right extends *Parkhurst Forest*. — 5 1/2 M. *Calbourne* (the 'Chalkburne' of 'The Silence of Dean Maitland') is the station for *Shalfleet* (with a Norman church) and for the fishing-village of *Newtown*, with its large salt-works, on *Newtown Bay*. — 7 M. *Ningwood*.

9 1/2 M. **Yarmouth** (**Pier*, R. from 3*s.* 6*d.*; *Bugle*, R. from 2*s.*, D. from 3*s.*; *King's Head*), a small town in a flat district at the mouth of the *Yar* (not to be confounded with the stream of the same name in the E. part of the island), has a pier 700 ft. in length. The church of *St. James* contains the monument of Sir Robert Holmes, governor of the island in 1667-92. The *Castle* was erected by Henry VIII. — Steamer to *Lymington* (Southampton), see p. 67.

12 M. *Freshwater*, the terminus of the line and the station for (1 M.) Freshwater Gate, (2 M.) Totland Bay, and (3 M.) Alum Bay, to all of which omnibuses ply in connection with the trains.

Freshwater Gate (**Freshwater Bay Hotel*, R. from 4*s.*, D. 5*s.*; *Albion*, R. 4*s.*, D. 4*s.* 6*d.*; *Stark's*, at Easton), taking its name from a cleft in the rocky coast-line, opposite Freshwater Bay, is a rising little sea-bathing resort and a good starting-point for boating and other excursions. There are golf-courses on *Afton Down* (to the E.) and on High Down (see below; Needles Club). *Farringford*, the residence of the late Lord Tennyson, the Poet Laureate, 'close to the ridge of a noble down', lies about 1 M. to the W. Lady Tennyson is buried in the churchyard. The bay contains two isolated rocks resembling the Needles (p. 75). Coach to Ventnor, see p. 71.

The *Walk along the cliffs from Freshwater Bay to Alum Bay is one of the most enjoyable excursions in the island. From the Freshwater Bay Hotel we ascend along the edge of the downs, overlooking the sea, to (1/2 hr.) *High Down* (485 ft.), which is marked by a *Memorial to Tennyson* and affords a splendid *View of the sea to the S., of the Solent and the Hampshire coast to the N., and of the W. part of the island. Totland Bay (p. 75) lies below us on the N. Continuing to follow the edge of the chalk-cliffs for 2-2 1/2 M. more, we come in sight of Alum Bay and the Needles. (The best view is obtained from the fort at the point, but visitors are not always admitted.) At the point we are about 1 M. from the Needles Hotel (p. 75), which lies a little inland from the bay.

In fine weather it is, perhaps, preferable to make the excursion from Freshwater Bay to Alum Bay by boat, as this affords a better view of the Needles and the fine cliffs (boat with boatmen 10-15*s.* or more). The

perpendicular **Freshwater Cliffs**, 400-500 ft. high, consist of chalk with clearly defined layers or ribbons of flint. The finest are those of ***Main Bench**, where numerous sea-fowl breed in spring. In the cliffs are *Lord Holmes's Parlour and Kitchen* and other remarkable caves. Before reaching the Needles we pass the entrance of ***Scratchell's Bay**, a small but imposing recess, where the action of the water on the lower strata of the chalk cliffs has formed a magnificent natural arch, 200 ft. in height.

***Alum Bay** (*Royal Needles Hotel*, R. from 4*s.*, luncheon 2*s.* 6*d.*–3*s.*, D. 5*s.*), so named because alum is found here, is remarkable for the curious and pleasing effect produced by the vertical stripes of red, yellow, green, and grey sandstone, contrasting with the white chalk of the rest of the cliffs. The ***Needles** are three white, pointed rocks of chalk, resting on dark-coloured bases, and rising abruptly from the sea to a height of 100 ft. On the outermost is a lighthouse. Numerous excursion-steamers call at Alum Bay pier in summer.

Totland Bay (*Totland Bay Hotel*, R. from 4*s.*, D. 5*s.*), about 1½ M. to the N. of Alum Bay, is another charming little watering-place, with a pier and good boating and bathing. Steamers ply to Alum Bay, Yarmouth, and Lymington in summer.

From Newport to Cowes, 4 M., railway in 10-15 min. (fares 1*s.*, 9*d.*, 4*d.*). — The road (4½ M.) passes the *Union Workhouse* (right) and (left) *Albany Barracks* and *Parkhurst Prison*. Those who prefer it may descend the Medina in a rowing-boat.

Cowes. — Hotels at *West Cowes:* *Gloster (R. from 5*s.*, D. 5*s.*), Marine, Fountain, Pier, Globe (R. from 3*s.* 6*d.*, D. from 2*s.* 6*d.*); at *East Cowes:* Royal Medina (R. from 4*s.*, D. 3*s.* 6*d.*); Prince of Wales, at Osborne. — *Steamboats* to Southampton and to Ryde and Portsmouth several times daily. — *Public Conveyance* from E. Cowes to (1 M.) Osborne (6*d.* each pers.).

West Cowes, a busy little town, prettily situated, containing 8654 inhab. and possessing the best harbour in the island, has yacht-building yards, and is the headquarters of the *Royal Yacht Squadron*, the 300 members of which are the owners of craft varying in size from 40 to 500 tons. Since 1856 this club has been located in the old *Castle*, once used as a state-prison. Regattas take place frequently in summer and autumn, the chief one in August.

Opposite West Cowes, on the other side of the estuary of the Medina, which is about ½ M. broad, lies the quiet and pleasant little town of *East Cowes;* steam-ferry (½*d.*) every few minutes. In the environs are the fine country-seats of *East Cowes Castle* and *Norris Castle* and the late royal residence of **Osborne**, in which Queen Victoria died (1901). The Osborne estate was presented by King Edward to the nation in 1902, and the mansion is now used as a convalescent home for officers. The state apartments (portraits, furniture, bric-à-brac) and the museum in the (¾ M.) *Swiss Cottage* are shown to visitors on Tues. & Frid., 11.30-5 (1st Sept.-30th April on Frid. only, 11.30-3.30). The former riding-school and coach-houses are now incorporated in the new edifice of the *Royal Naval Training College*. Whippingham Chapel (p. 69) lies 1 M. to the S.

Travellers intending to return to London may now take the steamboat from Cowes to *Portsmouth* (see p. 67), which calls at Ryde on its way. The passage along the coast from Cowes to Ryde is picturesque; the shores are luxuriantly wooded, and good views are obtained of Norris Castle and Osborne. — Travellers bound for *Southampton* may either go direct by steamer (see p. 67), or to Portsmouth by steamer and thence by railway. In the former case they enjoy a pleasant sail up *Southampton Water*, the mouth of which is protected by *Calshot Castle*, one of the forts built by Henry VIII. About 2½ M. farther up, to the left, lies *Hythe* (p. 84), and on the opposite shore is seen *Nelley Hospital* (p. 84; abbey not visible). In midstream lies the guard-ship 'Invincible'.

11. From London to Winchester and Southampton.

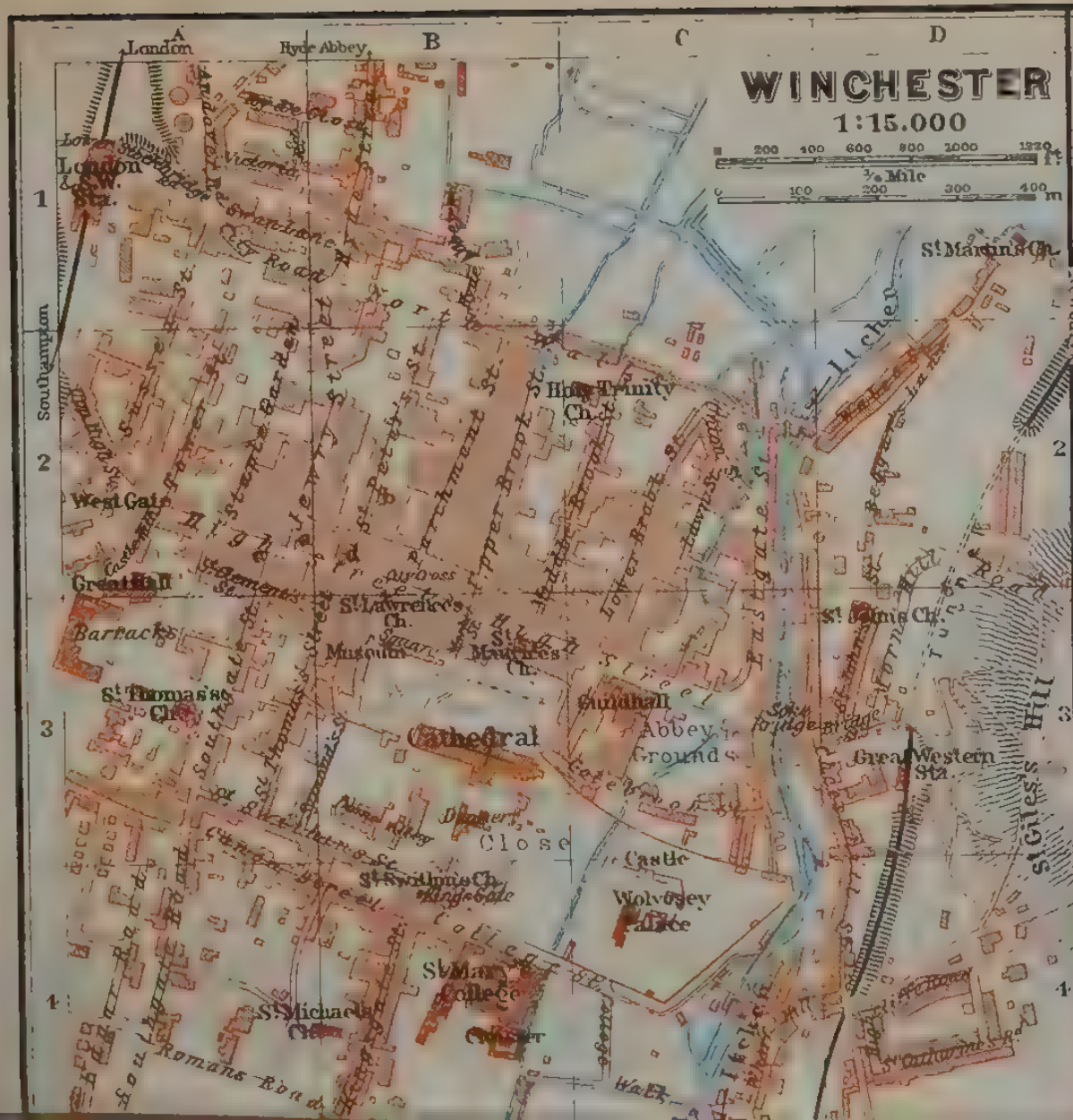
London & South Western Railway from *Waterloo* to (66½ M.) *Winchester* in 1⅓-2¾ hrs. (fares 11*s.*, 7*s.*, 5*s.* 6*d.*; return-ticket 19*s.* 3*d.*, 12*s.* 2*d.*, 10*s.* 6*d.*); to (79 M.) *Southampton* in 2-3⅓ hrs. (fares 13*s.*, 8*s.* 2*d.*, 6*s.* 6*d.*; return 23*s.*, 14*s.* 6*d.*, 11*s.* 6*d.*).

From London to (24½ M.) *Woking*, see R. 9. Beyond Woking the train passes *Woking Barracks* (formerly a prison) and the *Brookwood Lunatic Asylum* (both to the right), and reaches (28 M.) *Brookwood*. To the left lies *Woking Necropolis*, an immense cemetery, 2000 acres in extent, to which a special funeral train runs daily from London (private station in Westminster Bridge Road). In one corner is a crematorium. At *Bisley Camp*, 1 M. to the N. of Brookwood station, the National Rifle Association holds its annual meetings in July, at which the King's Prize, the National Challenge Trophy, the Elcho Challenge Shield, and other prizes are competed for, mainly by members of the auxiliary forces.

From Brookwood to Winchester, 38 M. in 1½-1¾ hr. (fares 6*s.* 4*d.*, 4*s.*, 3*s.* 2*d.*), a loop-line offering an alternative route to the main line, from which it diverges about 2 M. beyond Brookwood. — 4½ M. *North Camp & Ash Vale*. To our left are the *Fox Hills*. — 6½ M. **Aldershot** (*Royal; Victoria; Imperial*), now a busy town with 25,600 inhab. (including the soldiers) and the headquarters of the 1st army corps, has grown to its present size through the establishment here in 1854 of a large Military Camp, 9 sq. M. in extent, and capable of accommodating 20,000 men, among whom all arms of the service are represented. The military manœuvres which take place here from time to time are on an extensive scale and well worth seeing. The most commanding point of view is the eminence called *Caesar's Camp*, on which stands the equestrian statue of the *Duke of Wellington*, formerly on the top of the Green Park Arch in London.

10¼ M. **Farnham** (*Bush*, well spoken of; *Lion & Lamb*) is a pleasant little town with 6124 inhab. and a golf-course, situated in the midst of a hop-district second in importance to Kent alone. The *Castle*, now the palace of the Bishop of Winchester, was originally built in the 12th cent. but dates in its present form mainly from 1662-84; the Keep (adm. on application) is probably of the 13th century. The *Park* is open to the public. *William Cobbett* (1762-1835) was born at Farnham in the 'Jolly Farmers' Bridge Square. Motor-omnibus to *Haslemere*, see p. 66. — About 1½ M. to the E. of Farnham is *Moor Park*, where Swift acted as secretary to Sir William Temple (d. 1699) and made the acquaintance of 'Stella'. *Waverley Abbey*, see p. 67.

14 M. *Bentley*, junction for *Bordon Camp*. From (19 M.) *Alton* (Swan; R. 3*s.* 6*d.*, D. 3*s.*) a light railway runs to the N. to (14¼ M.) Basingstoke (p. 77) and a railway (Meon Valley line) to the S. to *Tisted*, *West Meon* and (22¼ M.) *Fareham* (p. 59). About 2½ M. to the E. of Tisted lie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Southampton
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Great Hall
Barracks
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St Lawrence's Ch.
Museum
St Maurice's Ch.
Cathedral
Guildhall
Abbey Grounds
Close
Castle
Wolvesey Palace
St Swithin's Ch.
St Mary's College
St Michael's Ch.
Romans Road
Hill Street
Parchment St.
Upper Brook St.
Lower Brook St.
Eastgate St.
Itchen
St Martin's Ch.
Hill Trinity Ch.
St John's Ch.
Great Western Sta.
St Giles's Hill
Newbury

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Lainston Ho.
Harestock
Dean
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WINCHESTER
Pitt
Oliver Cromwell's Battery
St Catharines Hill
Standon
Compton Down
Compton
Sharland
Horsley
Sunstead
Silkstead
Twyford
Otterbourne
Itchen

Selborne *(Queen's Arms)*, the home of Gilbert White (d. 1793), who has left a full and loving description of the district in his 'Natural History of Selborne'. White's house still stands in the main street of the village.

The line ascends to (21¼ M.) *Medstead* and (23½ M.) *Ropley*. Near (29 M.) *Alresford* is *Tichborne House*, a name well known from the notorious law-suit (1872-4), which is said to have saddled the estate with a debt of 90,000*l*. About 4½ M. to the N.W. is *The Grange*, the seat of Lord Ashburnham, with a valuable gallery of paintings (Rembrandt, Rubens, Ruysdael, Hobbema, Jan Steen, A. van Ostade, Cuyp, Teniers, etc.; also Correggio, Luini, Dürer, and Murillo). The park is open to the public, but the house is shewn by special permission only. — Beyond (32¾ M.) *Itchen Abbas* we join the main line to Winchester (see below).

The train now passes between the *Chobham Ridges* on the right and the *Fox Hills* on the left, and crosses the Guildford and Reading railway (p. 65). — 33 M. *Farnborough* (Queen's, R. from 4*s.* 6*d.*, D. 5*s.*), one of the stations for Aldershot Camp. To the right lies *Farnborough Hill*, the home of the Empress Eugénie, who has built a chapel (to the left of the railway) for the remains of her husband and son. — Crossing *Fleet Pond* (100 acres) we reach (36½ M.) *Fleet*. On the right (¾ M.) is *Elvetham Park* (Lord Calthorpe), the modern successor of a house in which Queen Elizabeth was entertained in 1591 by the Earl of Hertford. — 39 M. *Winchfield*, with a fine church partly Norman, partly Gothic. About 2 M. to the S.W. (omn.) is *Odiham* (George), with an old castle where King David of Scotland was imprisoned after his capture at Neville's Cross (p. 462). To the N. lies *Eversley*, the home of Charles Kingsley (d. 1875) for 33 years.

The line now passes through (41 M.) *Hook* and the village of *Old Basing*, where a battle took place between the Saxons and Danes in 871. It contains the scanty ruins of *Basing House*, built by the first Marquis of Winchester in the reign of Edward VI., which resisted the Parliamentary troops for four years and was finally stormed by Cromwell himself (1645). — 48 M. **Basingstoke** *(Red Lion; Rail. Rfmt. Rooms)*, with 9793 inhab., is the junction of lines to Salisbury (R. 14b) and Reading (Silchester; Strathfieldsaye; p. 114) and to Alton (see p. 76). Close to the station, on the right, is the ruined *Chapel of the Holy Ghost* (16th cent.), in an ancient cemetery. The *Parish Church* is a Perp. building, restored.

The route to Winchester now traverses the chalk downs. 58½ M. *Micheldever*, near *Tidbury Ring*, a Roman camp, and 2 M. from *Stratton House* (Earl of Northbrook).

66½ M. **Winchester.** — Hotels. *George (Pl. a; A, 2), corner of High St. and Jewry St., R. from 5*s.*, D. 5*s.*, pens. from 12*s.*; *Royal (Pl. b; B, 2), St. Peter's St., with a garden, quiet, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; Black Swan (Pl. c; A, 2), R. 4*s.* 6*d.*, D. from 3*s.* 6*d.* — God-Begot House (Pl. d; B, 2), High St., a private hotel in a quaint old Tudor house (1558), with a Georgian façade, pens. 7*s.* 6*d.*-10*s.* 6*d.*, highly spoken of; Oriel Temperance, City Road, R. from 2*s.*, D. 2*s.* 6*d.* — *Rail. Rfmt. Rooms.*

Cabs. From either of the stations to most of the hotels 1*s.*; from station to station 1*s.* 6*d.*; per hr. 3*s.*, each addit. ½ hr. 1*s.* 3*d.* Each article of luggage carried outside 2*d.*

Railway Stations. *London & South Western Station* (Pl. A. 1), at the

upper end of the town; *Great Western Station* (Pl. D, 3; for Oxford and the North, London viâ Didcot, etc.), at the lower end of the town, near the river.

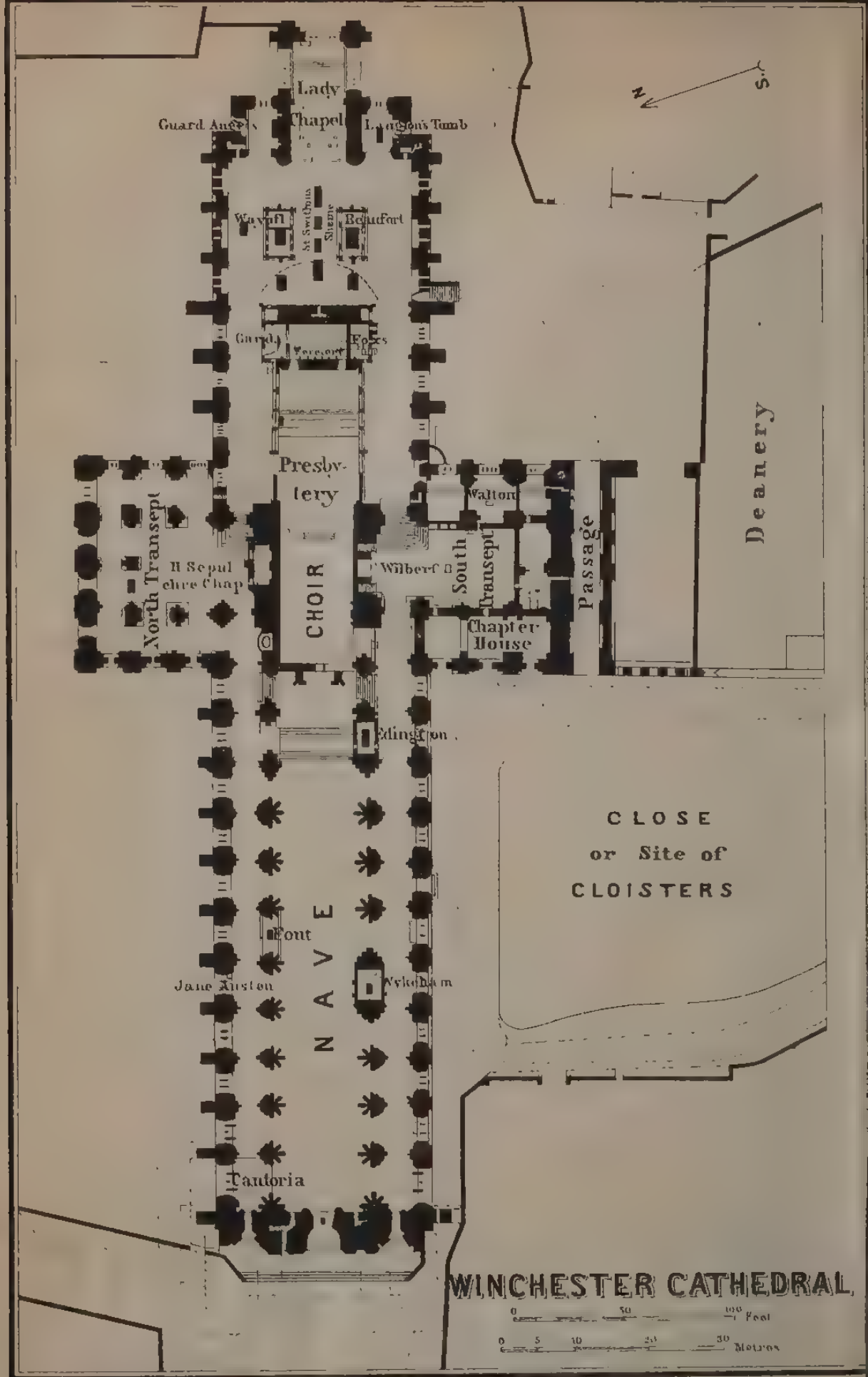
Winchester, a city of great antiquity and the seat of a bishop, with 20,919 inhab., is situated on the W. bank of the *Itchen*.

Before the Roman invasions Winchester was known under the name of *Caer Gwent*, which was Latinized as *Venta Belgarum*, the *Belgae* being the British tribe which had its settlement here. In 495 the Saxons took possession of the town, and named it *Winteceaster* (ceaster = castrum). Winchester was the capital of the Saxon kingdom of Wessex, was converted to Christianity by Birinus, the Apostle of the West of England, in 635, and was afterwards the seat of government of Alfred the Great, Canute the Dane, and William the Conqueror. After the Norman Conquest Winchester for a time rivalled London in commercial importance, but soon lost its pre-eminence, especially after its visitation by a serious fire in 1141. Down to the Reformation, however, it maintained a position of great ecclesiastical dignity. Now-a-days the city has that quiet and venerable appearance which we are wont to associate with the seat of a cathedral; and the woollen manufacture for which it was once famous has entirely died out. See *Dean Kitchin's* 'Winchester' ('Historic Towns' series; 1890).

Sussex Street, diverging to the right from City Road a little to the E. of the L. & S.W. Station (Pl. A, 1), leads us to the *West Gate* a fortified gateway of the 13th cent., now containing a small museum (free 10-1 & 3-5). Castle Hill, immediately within the gate, leads to the right to the *Great Hall* (Pl. A, 2; gratuity), the chief relic of a castle erected by William the Conqueror, but afterwards altered and heightened by Henry III. The hall (ca. 1220) has Purbeck columns supporting the timber roof (restored) and fine 13th cent. windows. On the wall hangs a curious relic (17 ft. in diameter) known as 'King Arthur's Round Table', said to date from the 6th cent., but repainted in the time of Henry VIII. and subsequently.

From the West Gate we descend the picturesque High Street to the curious old arcade, and turn to the right by a narrow passage close to the *City Cross*, a monument of the 15th cent. (restored).

The ***Cathedral** (Pl. B, 3; daily service at 10 and 4, with good music), a stately edifice, incorporating every style of English architecture from the Norman to the Perpendicular, was founded by Bp. Walkelin in 1079, close to the site of a Saxon church of the 10th cent. which had replaced one of the 7th. The choir and transepts were finished in 1093, the conversion of the nave from Norman to Perpendicular was begun by Bishop Edington before 1366, and the whole was completed in 1486. The builder (or transformer) of by far the greater part of the nave was *Bishop William of Wykeham*, the renowned architect, ecclesiastic, and statesman, who occupied the see from 1366 to 1404. The church is the longest in England (and in Europe, except St. Peter's at Rome), measuring 560 ft. in all; the breadth across the transepts is 208 ft. The transepts are flanked with aisles, and still retain the form of a pillared basilica with arcades. The first employment of Pointed architecture is seen in the addition to the choir on the E. The **W. Façade* was begun in 1350 by Bishop Edington, finished in the 15th cent., and restored in



Lady Chapel
Guard Angels
Langton's Tomb
Wayne
St Swithins Shrine
Beaufort
Gardiner
Foxes
Presbytery
North Transept
H Sepulchre Chap
CHOIR
Wilberf
Walton
South Transept
Passage
Chapter House
Deanery
Edington
CLOSE or Site of CLOISTERS
Font
Jane Austen
Wykeham
NAVE
Cantoria
N
S
WINCHESTER CATHEDRAL
0 50 100 Feet
0 5 10 20 30 Metres

1860; the statue of William of Wykeham is modern. The general effect of the exterior is somewhat heavy and unimposing, and the stunted proportions of the only tower detract considerably from its dignity. The Dec. and Perp. work at the E. end is, however, very fine. The cathedral is dedicated to SS. Peter and Paul and the Holy Trinity; the choir is also popularly supposed to be dedicated to St. Swithin (day, 15th July), whose traditionary connection with the weather is ascribed to the unhistoric legend that the removal of his body to the shrine prepared for it was delayed for 40 days by rain.

The Interior of the church is very impressive owing to the beauty of its proportions, the great length of the Nave, and the fine groining (lately restored at a cost of 12,000*l.*). Visitors should notice the remaining traces of Walkelin's Norman nave. Thus the unwontedly massive piers are substantially the original Norman piers with the surface moulded into a different style. One of the most characteristic features of Winchester is its fine *Chantry Chapels*, most of which were founded by Bishops of Winchester between 1350 and 1527. The most interesting of all is that of *Bishop William of Wykeham*, designed by himself (1366-1404), in the fifth bay on the S. side of the nave; and the nave contains also that of *Bishop Edington* (p. 78). On the wall of the N. aisle, nearly opposite the chantry of William of Wykeham, is a brass tablet to the memory of *Jane Austen* (1775-1817), who is buried beneath the pavement in front of it. In the next bay of the N. aisle is the ancient sculptured *Font*, in black marble, dating from the 12th century. At the W. end of the N. aisle is a *Cantoria*, or singing gallery. Much of the old stained glass was destroyed by the Puritans, but that in the *W. Window* dates in part from 1350. The carved pulpit was brought from New College, Oxford.

The Transepts are the oldest part of the church as it now stands, and show the Norman work of Bishop Walkelin almost untouched (1079-93). They represent exactly what the nave was before its conversion. The later Norman work, necessitated by the fall of the tower early in the 12th cent., is easily recognized by its finer jointing. The S. arm contains memorials of *Bishop Wilberforce* (d. 1873) and of *Izaak Walton* (d. 1683; in the Silkstede Chapel), whose memory is indissolubly associated with the Itchen and other streams of the neighbourhood. The mural paintings in the *Chapel of the Holy Sepulchre*, in the N. transept, are curious, though much damaged by past neglect (13th cent.).

The Choir is separated from the nave by an oaken screen, designed by Sir G. G. Scott. On passing it we are struck with the immense thickness of the piers supporting the tower, which owe their unusual solidity to a desire to prevent a repetition of the fate of the first tower, which fell soon after its erection. Under the tower is the tomb of an ecclesiastic, which used to be said to hold the bones of *William Rufus* (d. 1100). The oaken *Stalls* of 1296, darkened with age, are richly carved. The pulpit was presented by Prior Silkstede in 1498, but the bishop's throne is modern. The painted glass of the *E. Window* dates from about 1520. Prolonging the choir towards the E. is the *Presbytery*, containing a fine reredos of the 15th cent. (restored). The marriage of Queen Mary with Philip of Spain was celebrated here in 1554, and the chair preserved in Bishop Langton's chapel (see p. 80) is supposed by some to be that in which she sat during that ceremony. The presbytery is enclosed at the sides by handsome stone screens (1500-25), upon which lie six richly coloured wooden mortuary chests, containing the bones of Ethelwolf, Egbert, Canute, William Rufus, and other kings, preserved from the old cathedral. The identity of most of the skeletons has been lost.

Behind the reredos is the *Feretory*, a raised platform for the shrines of the patron saints of the cathedral. The E. end of the feretory is adorned with fine tabernacle-work, and in the middle is the entrance to a vault called the *Holy Hole*, probably a receptacle for relics. To the right and left (N. and S.) of the feretory are the chantries of *Bishops Gardiner* (1555)

and *Fox* (1528), and farther to the E. those of *Bishop S. Waynflete* (1447-86) and *Cardinal Beaufort* (d. 1447). Between the last two is the site of the once famous *Shrine of St. Swithin* (see p. 79).

The part of the cathedral to the E. of the feretory, including the aisles, is mostly in the E.E. style, and the work of *Bishop Godfrey de Lucy* (1189-1204). To the E. it terminates in the Lady Chapel, flanked by two smaller ones. The *Lady Chapel*, one bay of which is E.E. and the other Perp. (15th cent.), is adorned with mural paintings of about 1500, representing the Miracles of the Virgin. The chapel has lately been restored, and the three great windows have been filled with stained glass by C. E. Kempe. Chantrey's statue of *Bishop North* (d. 1820), formerly in the Lady Chapel, has been removed to the retro-choir. The chapel to the S. was fitted up as a chantry by *Bishop Langton* (d. 1501), who is buried here, and that to the N., the *Chapel of the Guardian Angels* (12th cent.), contains the monuments of two bishops and of Weston, Earl of Portland (d. 1634), Lord High Treasurer of Charles I.

In the N. transept is the entrance to the CRYPT, the W. part of which shows Walkelin's original plan and is a fine specimen of early-Norman substructure. The E. part is the work of Bishop Lucy (see above) and the easternmost bay was added by Priors Silkstede and Hunton.

The *Slype*, a passage constructed in 1636 as a substitute for a public right of way through the cathedral, leads from the S.W. corner of the W. façade (note the curious inscriptions on the latter) to the *Close* to the S. of the church. This, with its smooth turf and abundant foliage, forms a striking contrast to the grey and venerable cathedral. The passage between the Norman arches of the old chapter-house and the S. transept leads to the *Library*, which contains a magnificent illuminated copy of the Vulgate (12th cent.) and many valuable MSS. and relics. The *Deanery*, which contains the old Prior's Hall, is approached by three pointed arches (13th cent.).

We quit the Close by a gate in the S. E. corner, pass through *King's Gate* (Pl. B, 4), above which is *St. Swithin's Church*, and turn to the left into *College Street*, which soon brings us to the College. (Apply at the porter's lodge at the second gateway to the right; fee.) ***Winchester School**, or the **College of St. Mary Winton** (Pl. B, 4), which is connected with New College, Oxford, was also built by William of Wykeham in 1373-96, and, though extensive new buildings have become necessary, the older parts remain nearly unaltered. It has ranked for centuries among the leading public schools of England, and is attended by 450 boys.

The parts shown to visitors include two quadrangles, surrounded by the picturesque old *School Buildings*; the entrance to the *Kitchen*, with a singular picture of a 'Trusty Servant'; the *Chapels*; the *Cloisters*, with the names of Bishop Ken (1646) and other eminent Wykhamists cut in the stone; the *Dining Hall*; and the old lavatory, known by the boys as '*Moab*', while they call the shoe-blacking place '*Edom*' (Ps. lx. 8). — The new buildings, also in the form of a quadrangle, lie to the W. of the old. — At the back are the **Cricket Fields*, prettily situated on the river, and affording a good view of the College and of St. Catharine's Hill or 'Hills'.

Farther along College Street, on the left side and beyond a stream, are the ruins of *Wolvesey Castle* (Pl. C, 4), a Norman structure built by Bishop Henri de Blois in 1138. There are interesting remains of the Saxon keep. Queen Mary resided here in 1554 (p. 79). The adjoining Wolvesey Palace, now a Diocesan Church House,

was built for the bishops by Wren. — Hence the visitor may skirt the river to *Soke Bridge* (Pl. C, 3), at the foot of High St.

If time allow, he should cross the bridge and ascend to (¼ hr.) the top of *St. Giles's Hill* (Pl. D, 3), which affords an admirable *View of the city. — *St. John's Church* (Pl. D, 3), in St. John's St., at the foot of St. Giles's Hill, has aisles considerably wider than the nave. The style is partly Norman, and partly E.E.

At the foot of High St. are the *Abbey Grounds* (Pl. C, 3), a public garden, on the site of St. Mary's Abbey, founded by Ealswith, queen of Alfred the Great. The Abbey House contains the Thrupp Gallery of Sculpture (open on Wed.). Adjoining is the *Guildhall*, a modern building (1873) by Sir G. G. Scott, in front of which stands a lofty bronze *Statue of King Alfred*, by Hamo Thorneycroft (1901). — The *City Museum* (Pl. B, 3), in the Square, contains a fine prehistoric collection (open daily, 10-4, 5, or 6). — Jewry Street, diverging to the N. from High St., is continued by Hyde St. to the scanty remains of *Hyde Abbey* (beyond Pl. B, 1), to which the body of King Alfred was removed about 1110.

About 1 M. to the S.W. of the town lies the *Hospital of St. Cross (comp. Map; adm. by ticket at the lodge, 6*d.*, 2 pers. 1*s.*, larger party 1*s.* 6*d.*), which may be reached either through Southgate Road (Pl. A, 4), or by a path along the bank of the Itchen. This peculiar institution was founded in 1136 by Bishop Henri de Blois for the maintenance of 13 poor men, unable to work, and for the partial support of 100 others. A remnant of the ancient hospitality is still maintained, any one who applies at the porter's lodge being entitled to a horn of ale and a slice of bread, unless the daily quantum has already been distributed. The **Church*, completed before the year 1255, and lately restored, is a beautiful example of the transition from the Norman to the E.E. style of architecture. Among the most interesting features are the exquisitely delicate late-Norman mouldings, a curious triple arch at the S. transept (external), and the modern polychrome painting (by Butterfield) in the supposed original style. The quadrangle and its surroundings also form a most delightful picture. Visitors are conducted to the *Refectory*, with its fine open roof, and to the *Kitchen*. The former contains an ancient triptych, attributed to Mabuse.

On the opposite bank of the Itchen, not far from the hospital, is **St. Catharine's Hill* (328 ft.), crowned by a group of trees and a labyrinth cut in the turf, and affording an admirable view of the ancient town.

From St. Cross we may continue our walk along the Itchen to (3 M.) the pretty village of *Twyford* (see below). — Admirers of the 'Christian Year' may combine in one excursion from Winchester a visit to (5 M.) *Hursley* and (4½ M.) *Otterbourne*, livings held by the *Rev. John Keble* (d. 1866), who is buried in the churchyard of the former. The church was rebuilt by him with the profits of the 'Christian Year'. *Hursley House* occupies the site of the house of Richard Cromwell, who, with many of his family, is buried in the church.

From Winchester (G. W. R. station) to *Didcot (Oxford)*, see p. 85.

Beyond Winchester the Railway continues to descend the valley of the Itchen. — In the village of *Twyford*, near (70 M.) *Shawford*, Franklin wrote part of his autobiography. — 73 M. *Eastleigh and Bishopstoke* (Junction Hotel), the junction of lines to Portsmouth on the left and Salisbury on the right. Bishopstoke, pleasantly situated on the *Itchen*, is a thriving town, with the London & South Western Railway Carriage Works.

From Eastleigh to Stokes Bay (*Gosport*), 14 M., railway in 1/2-3/4 hr. (fares 3*s*., 1*s*. 10*d*., 1*s*. 5½*d*.). This is part of the through-route to Ryde viâ Stokes Bay (comp. p. 67). — Beyond (6 M.) *Botley* the line crosses the small river *Hamble*. About 6 M. to the E. lies *Bishop's Waltham* (branch line), with the ruined castle of the Bishops of Winchester. — Two tunnels. — 11 M. *Fareham* (p. 59), on the line from Portsmouth to Southampton, is the junction for (2½ M.) *Gosport* (p. 59). — From (12½ M.) *Fort Brockhurst*, the discharge-depot for all time-expired men of the army, a light railway runs to (3 M.) *Lee-on-the-Solent* (hotels), a small seaside resort with an iron pier, whence a steam-launch plies in summer to Stokes Bay and Portsmouth. — 13 M. *Gosport Road*. At (14 M.) *Stokes Bay* (Anglesea Hotel) the trains run alongside the steamers for Ryde (¼ hr.'s passage).

76 M. *Swathling*; 77 M. *St. Denys* (p. 59); 78 M. *Northam*.

79 M. **Southampton.** — **Railway Stations.** *Terminus* or *Docks Station* (Pl. C, 5) near the Docks and about ¼ M. from the High St.; *Southampton West* (Pl. A, 3), for main-line trains to Bournemouth, Weymouth, and the West.

Hotels. South Western Hotel (Pl. a; C, 5), a large house at the terminus, R. 4*s*., D. 5*s*.; *Polygon House (Pl. c; A, 2), pens. from 9*s*. per day, in the upper part of the town; Dolphin (Pl. d; B, 4), R. 5*s*., D. 3*s*. 6*d*., Royal (Pl. e; B, 3), R. or D. 4*s*., Star (Pl. f; B, 4), Crown (Pl. g; B, 4), all in High St.; Royal Pier (Pl. h; A, B, 5), on the Quay. — Flower's (Pl. i; B, 5), Queen's Park (R. 3*s*. 6*d*.), Central, W. Shore (R. 2*s*. 6*d*.), two temperance hotels; Railway, near the station.

Restaurants. *Bargate, Queen's*, High St.; *Rail. Refreshment Rooms.* — *Bungalow Café*, 157 Above Bar.

Cabs. Per mile 1*s*., for each addit. ¼ M. 3*d*.; per ½ hr. 1*s*. 6*d*., ¾ hr. 2*s*., 1 hr. 2*s*. 6*d*., each addit. ¼ hr. 6*d*. With 2 horses 1*s*. 6*d*., 4*d*., 2*s*., 2*s*. 6*d*., 3*s*., 8*d*. — **Luggage**, conveyed by barrow-porter from the hotels or station to the docks: ½ cwt. (56 lbs.) 6*d*., 1 cwt. 1*s*., 2 cwt. 1*s*. 6*d*., 3 cwt. 2*s*.; small parcel 3*d*., two or more parcels, 2*d*. each.

Electric Tramway from the Terminus through High St. and Above Bar to the *Park*, and thence on the left to *Shirley* and on the right to *Portswood* (2*d*. or 3*d*.). — **Floating Bridge** (Pl. D, 4; fare ½*d*.) across the Itchen to *Itchen* and *Woolston*. — **Coaches** to the New Forest in the season.

Steamers. From the Outer Dock (Pl. C, D, 5): to the *Channel Islands*, see R. 13; to *London*, thrice a week; to *Liverpool*, once a week; to *Harre* (London to Paris service), daily (except Sun.) at midnight; to *St. Malo*, every Mon., Wed., and Frid. (July-Sept. oftener); to *Cherbourg*, every Tues., Thurs., and Sat. at midnight. — From the Royal Pier (Pl. A, 5): to the *Isle of Wight*, see R. 10; to *Southsea* and *Portsmouth*, several times daily. — From the Town Pier (Pl. A, B, 5, 6): to *Hythe*, hourly; to *Glasgow*, *Plymouth*, *Falmouth*, and *Dublin*, twice a week. — From the Outer Quays (Pl. C, 6, 7): steamers of the *North German Lloyd* to New York, to the Mediterranean and Egypt, to Australia, and to China and Japan; of the *White Star Line* to New York; steamers to the West Indies and Africa. — Empress Dock (Pl. C, 6) is the starting-point of the passenger steamers of the *American Line* to New York (every Sat. at noon; see p. xix) and of the mail-packets to the *West Indies*. — The tenders for the steamers of the *Hamburg-America Line* (to New York, S. America, E. and S. Africa) start from the Outer Dock (Pl. C, D, 5).

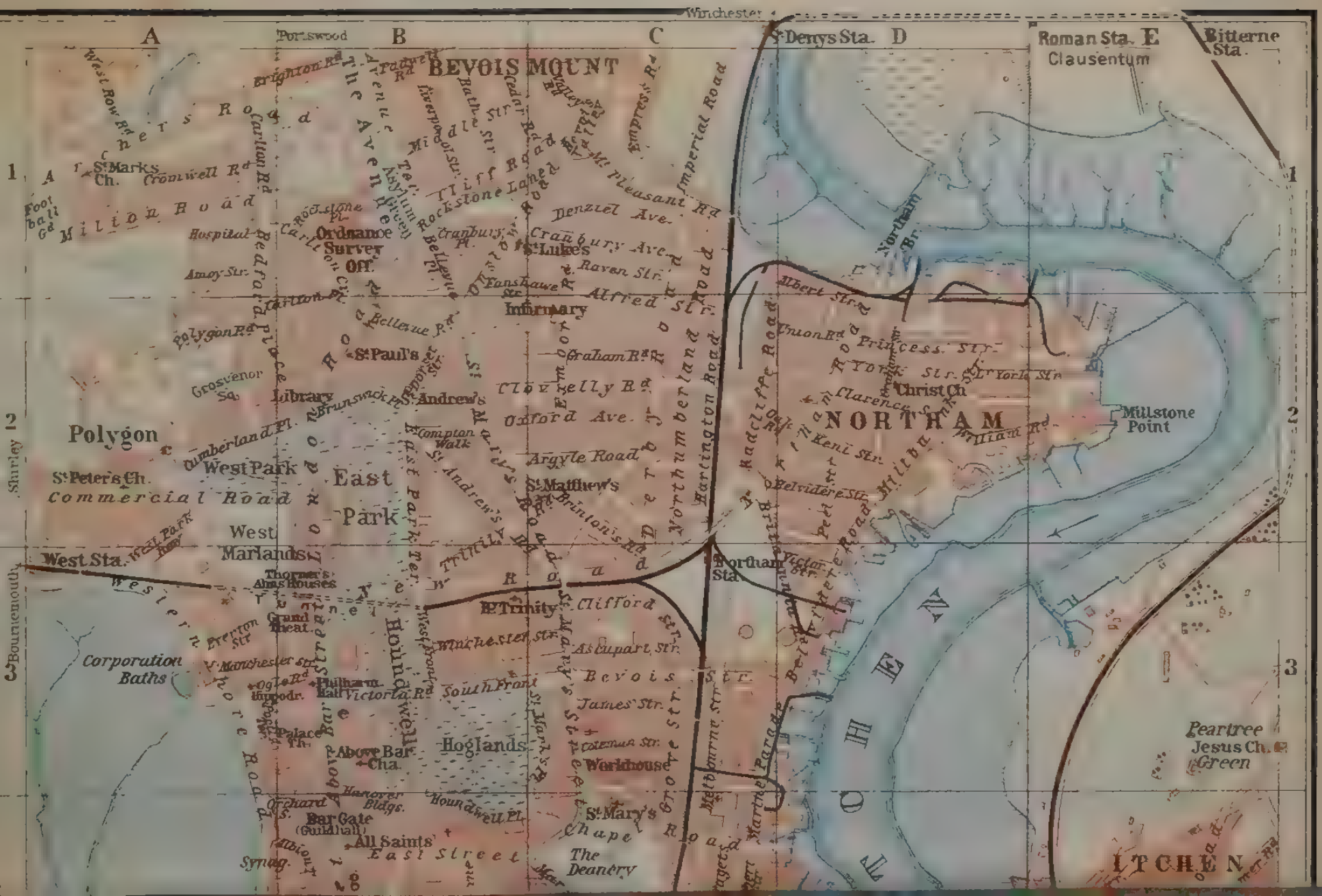
Post and Telegraph Office (Pl. B, 4), High Street.

American Consul, *Col. Albert Swalm*; vice consul, *John A. Broomhead*. — *American Express Co.*, 4 Oriental Place.

Theatres. *Grand* (Pl. B, 3), West Marlands; *Hippodrome* (Pl. B, 3), Ogle Road, Above Bar; *Palace* (Pl. B, 3; varieties), Above Bar St. — *Philharmonic Hall* (Pl. B, 3), Above Bar St., for concerts, etc.

Swimming Baths (Pl. A, 3) on the W. shore, at the foot of Manchester St.

Southampton, the second town of Hampshire, with (1901) 104,911 inhab., is beautifully situated on *Southampton Water*, between the river *Itchen* on the E., and the *Test* or *Anton* on the W.



Winchester
Portswood
A
B
C
D
E
Denys Sta.
Roman Sta.
Clausentum
Bitterne Sta.
BEVOIS MOUNT
Chers Road
Milton Road
St Marks Ch.
Cromwell Rd
Foot ball Gd
Hospital
Amoy Str.
Ordnance Survey Off.
Cranbury Ave.
St Lukes
Raven Str.
Alfred Str.
Infirmary
Denziel Ave.
Mt Pleasant Rd
Imperial Road
Empress Rd
Northam Br.
Albert Str.
Union Rd
Princess Str.
York Str.
Christ Ch
NORTHAM
Millstone Point
Polygon Rd
Grosvenor Sq.
Library
St Paul's
St Andrew's
Graham Rd
Clovelly Rd
Oxford Ave.
Argyle Road
St Matthew's
Brinton's Rd
Polygon
St Peter's Ch.
Commercial Road
West Park
East Park
West Marlands
West Sta.
Thorner's Alms Houses
Grand Theat.
Corporation Baths
Manchester Str.
Philharm. Hall
Victoria Rd
Palace Ch.
Above Bar Cha.
Hoglands
Houndwell
Hanover Bldgs.
Bar Gate (Guildhall)
All Saints
East Street
Synag.
Houndwell Pl.
St Mary's
Chape Road
The Deanery
Workhouse
Coleman Str.
Bevois Str.
James Str.
Ascupart Str.
Clifford Str.
Hartington Road
Northumberland Road
Derby Road
Northam Sta.
Victor Str.
Belvidere Str.
Peel Str.
Kent Str.
Clarence Str.
Radcliffe Road
Millbank Str.
William Rd
Peartree
Jesus Ch.
Green
ITCHEN
Shirley
Bournemouth
1
2
3

SOUTHAMPTON
1:20.000
Tramways
THE DOCKS
Inner Dock
Outer Dock
Empress Dock
Royal Pier
Town Pier
WOOLSTON
R. I. TEST
R. TEST
R. ITCHEN
The Grump
deep Lake
Weston Grove
Queen's Park
Perimus
Canute Road
Platform
Custom H.
Graving Dock
Dry Dock
Floating Br.
Woolston Sta.
Woolston Road
Hunts Road
Victoria Road
Weston Grove Road
St. Marks
Woolston New Road
Victoria Road
Prince of Wales Quay
Meters
Mètres
Feet
Mile
A
B
D
E
5
6
7

The town was already in existence at the time of the Saxons, and it is said that here Canute the Dane gave the famous rebuke to his flattering courtiers. After the Conquest the town carried on a considerable traffic with Venice, Bordeaux, and Bayonne. In 1189 Southampton was the place of embarkation of the Crusaders under Richard Cœur-de-Lion; and later, in 1345 and 1415 respectively, it saw the armies of Edward III. and Henry V. take ship for the invasion of France. Philip of Spain, consort of Queen Mary, landed here in 1554, and Charles I. resided here for a considerable time. — The main body of the Pilgrim Fathers, who had been living in Holland, left Delfthaven, in July, 1620, in the 'Speedwell', which brought them to Southampton. Here they found the 'Mayflower', a ship hired for their voyage, and a small body of co-religionists from London. The two ships proceeded to Plymouth, where the 'Speedwell' was pronounced unseaworthy, and the whole of the voyagers were crowded into the 'Mayflower'. Comp. p. 149. — Isaac Watts (1674-1748; p. 84), Charles Dibdin (1745-1814), and Sir John E. Millais (1829-96) were born at Southampton. E. A. Sothern, the comedian (1826-81), is buried in the cemetery.

Southampton owes its importance to its admirably-sheltered harbour, and to the phenomenon of double tides, which prolong high water for two hours. The **Docks** (Pl. B, C, 5-7), including six large dry docks (one being the largest graving dock in the world), two tidal basins (16 & 18 acres in area), and a closed dock, often contain several steamers of very large size (up to 20,000 tons burden), the fitting-up and arrangements of which will repay a thorough inspection. About 3200 vessels, with an aggregate tonnage of $5^1/_2$ millions, enter the port yearly (steamers, see p. 82).

From the *Terminus Station* (Pl. C, 5) Canute Road leads to the W., viâ *Queen's Park* (Pl. B, 5), to the *Town Quay* and *Pier* and to the **Royal Pier* (Pl. A, 5; toll 1*d.*). Among the guns of the *Saluting Battery* on the Platform, or Parade, to the S. of Queen's Park, is one dating from 1542. In Winkle Street, near the quay, is the small hospital called *Domus Dei*, or *God's House* (Pl. B, 5), erected in the 12th cent., and little altered in appearance since then; the *Chapel is now used for religious services by the French residents of Southampton. A tablet commemorates the fact that the Earl of Cambridge, Lord Scrope, and Sir Thomas Grey, who were executed for a conspiracy against the life of Henry V. in 1415, are interred here.

The *South Gate* (Pl. B, 5), with a tower once used as a prison, and the *West Gate* (Pl. A, 4) formed part of the old circumvallation, of which considerable remains still exist on the W. side of the town. The old castle has, however, been destroyed. Near the West Gate, in Blue Anchor Lane, are some remains of an ancient Norman dwelling known as *King John's House* (Pl. A, 4).

The picturesque HIGH STREET (Pl. B, 5, 4), with many old houses, runs to the N. from the Town Quay. The *Hartley University College* (Pl. B, 4), on the right, with a library (24,000 vols.; adm. 10-9.15, in summer 10-8.15) and museum (11-4, free), has an imposing façade in the Italian style. — The *Church of St. Michael* (Pl. B, 4; open all day), in St. Michael's Square, to the W. of the High Street, has some Norman details but has been injured by later restorations. It contains a good *Font (12th cent.) resembling that

in Winchester Cathedral (p. 79). — At the N. end of High Street is the *Bar Gate* (Pl. B, 4; restored), the chief relic of the ancient fortifications of the town, erected in the 14th cent. as the N. city gate, and still exhibiting the original Norman arch. The part above the archway is called the *Guildhall* and used as a police-court. Here are preserved the rude paintings of Sir Bevis of Southampton and the giant Ascupart, whom he overcame in single combat, formerly on the buttresses of the gate. (*View of the town from the roof.)

At the end of Above Bar St. is the *Park* (Pl. A, B, 2), containing statues of Dr. Watts (1674-1748), who was born in French St., and Lord Palmerston (1784-1865). — The *Ordnance Survey & Map Office* (Pl. B, 1), a Government establishment of great interest and importance, has its seat at Southampton, in a large building on the W. side of the prolongation of Above Bar Street towards the N. About 700 men are employed in it (adm. by permission of the Director-General). — Farther on are *Bevois Mount* and *Southampton Common*, a fine natural park of 300 acres (with a golf-course), the former (now built over) taking its name from Sir Bevis of Southampton, the legendary hero of the town.

The ENVIRONS afford many interesting walks (comp. Map, p. 86). About 2½ M. to the N. lies the prettily situated *Priory of St. Denys*, of which the remains are now very scanty. On the other side of the Itchen (to reach which we must return from the Priory to the bridge) stands *Bitterne* (p. 59). — To the S.E. lies (3 M.) ***Netley Abbey** (adm. 3*d.*, free on Wed.), a Cistercian monastery founded by Henry III. in the 13th cent., and situated in a spot of singular loveliness. Interesting and picturesque remains of the E.E. church, the Fountain Court (or cloister), the chapter house, and monastic buildings. [The excursion to the abbey may be made by railway (to within 1 M.) in 17-26 min.; by floating bridge (Pl. D, 4) across the Itchen to *Woolston* (Pl. E, 4 6) in 5 min., and thence by railway, in 8-10 min., or on foot in ¾ hr.; or, lastly, by carriage (fare 5 *la.*).] A mile to the S. lies the large *Netley Military Hospital*, with accommodation for upwards of 1000 patients. — In a creek of the *Hamble*, which joins Southampton Water about 5½ M. to the S.E. of Southampton, is the training ship 'Mercury', in which boys are educated for sea life. Connected with the ship is a house on shore containing a museum (naval models, relics, etc.).

**Beaulieu Abbey* (p. 87), on the borders of the *New Forest* (see p. 86), may be reached directly from Southampton by crossing Southampton Water by steamer (6*d.*, 4*d.*) to (¼ hr.) *Hythe* (Drummond Arms), and walking thence (4½ M.).

FROM SOUTHAMPTON WEST TO SALISBURY, 24½ M., railway in ¾-1 hr. (fares 4*s.*, 2*s.* 6*d.*, 2*s.* 0½*d.*). 2½ M. *Redbridge*; 4½ M. *Nursling*. 8½ M. Romsey (*White Horse*, R. 3*s.* 6*d.*, D. from 2*s.* 6*d.*; *Dolphin*), the junction of a line to Andover (p. 80). The prettily situated little town lies about ½ M. from the station. The **Abbey Church* (adm. 6*d.*), originally belonging to the nunnery of SS. Mary and Ethelfleda founded in the 10th cent., is a massive cruciform edifice, with a low central tower (view; 100 steps), and dates in its present form mainly from the 12th century. The W. bays of the nave, the E. windows, and the vaulting, are E.E., but the rest of the church is pure and fine Norman work. The choir aisles end in apses, and the transepts also have curious circular apses on the E. side. In the interior the clerestory and triforium in the choir, the capitals and arches in the nave, and other details should be noticed. The choir screen originally separated the N. transept (once used as a parish church) from the nuns' ritual choir. A carved slab at the E. end of the S. choir aisle, and a crucifix on the exterior wall of the S. transept are believed to date from the 10-11th

centuries. — About ¾ M. to the S.W. from the station is *Broadlands* (Lady Alice Ashley), once the seat of Lord Palmerston (see p. 84), with mementoes of that statesman and a picture-gallery (fine examples of Meissonier; adm. by special permisson only). — 24½ M. *Salisbury*, see p. 104.

From Southampton (*Docks Station*) to Cheltenham, 96½ M., railway in 2²/₃-3¾ hrs. (fares 16s., 8s.; no 2nd cl.). This line affords direct access to the N. of England, and in the reverse direction it is traversed (on Sat. only) by the 'Ocean Boat Express'. 10 M. *Romsey* (p. 84). From (22½ M.) *Fullerton Junction* a line diverges to *Hurstbourne* and *Whitchurch* (p. 103). — 27¼ M. *Andover Town*. *Andover* (Star & Garter; White Hart, R. 3s., D. 3s. 6d.) is an agricultural town with 6509 inhabitants. About 2 M. to the S.W. is *Bury Hill*, with an extensive and well-defined British camp (view). — At (28 M.) Andover Junction we intersect the line from London to Salisbury (see p. 103). — At (39½ M.) *Ludgershall* a branch-line diverges for *Tidworth*. — 43½ M. *Savernake*, see p. 102. — 49 M. Marlborough (*Ailesbury Arms*, R. 5s., D. 4s.; *Castle & Ball*, R. 4s., D. from 3s.) is known for its *College*, established in 1843, now one of the great public schools (500-600 pupils). The oldest part of the college, once the mansion of Lord Seymour, where Thomson wrote part of his 'Seasons' while the guest of the Countess of Hertford, was afterwards the famous Castle Inn. A motor-omnibus (fare 1s. 6d.) runs in 1½ hr. from Marlborough to *Calne* (p. 115) viâ (6 M.) *Avebury* (Red Lion), situated beside *Avebury Circle (p. lxvii), the largest stone-circle in England, and generally looked upon as older than Stonehenge. To the S. of it is *Silbury Hill*, a large artificial mound 170 ft. high, supposed to be of British origin. — 63 M. *Swindon Town*, 1 M. to the S. of, and not connected with, the much more important station *Swindon Junction* (p. 115). — 71½ M. *Cricklade*, on the Thames, an ancient but now unimportant place, contains two interesting churches and a 17th cent. school-house. — 78 M. Cirencester, see p. 181. — At (85 M.) *Chedworth* is a Roman villa. — 91 M. *Andoversford & Dowdeswell* is the junction for the line from Chipping Norton to Cheltenham. — 96½ M. *Cheltenham* (p. 194).

From Southampton to Dicoot (*Oxford*, etc.), 57 M., railway in 2¼-2½ hrs. (fares 9s. 6d., 5s. 11d., 4s. 8½d.). To (12½ M.) *Winchester* (G. W. station), see pp. 82, 81. — 19½ M. *Sutton-Scotney*, the station for *Wonston*; 25 M. *Whitchurch* (p. 103); 29 M. *Litchfield*. — Near (31½ M.) *Burghclere*, with its E.E. church and old manor-house, are some ancient burial mounds known as the Seven Barrows and the remains of a British encampment on Beacon Hill (870 ft.). About 4 M. to the E. is *Kingsclere*, with training stables for race-horses. — 33½ M. *Highclere* lies 2 M. to the N.E. of *Highclere Castle* (park open on Wed. and Sat.), originally a residence of the Bishops of Winchester and now a seat of the Earl of Carnarvon. The building, mainly in the Jacobean style, contains some valuable paintings. The Norman church of the neighbouring village of *Ashmansworth* contains some faded allegorical frescoes of the 13th century. — 39 M. *Newbury* (p. 102). — Near (43½ M.) *Hermitage* stands *Grimsbury Castle*, an interesting British earthwork, and at Well House Farm are the remains of a Roman villa. — Two ancient camps may be seen also near (48½ M.) *Compton* and numerous interesting Roman objects have been found in the neighbourhood. The village of (51 M.) *Upton* possesses an early-Norman (or perhaps Saxon) church. — 57 M. *Didcot* (p. 114); thence to *Oxford*, see R. 31a.

From Southampton to *Portsmouth*, see p. 53; to the *New Forest*, *Bournemouth*, and *Weymouth*, see R. 12; to the *Isle of Wight*, see p. 67; to the *Channel Islands*, see R. 13.

12. From Southampton to Bournemouth, Dorchester, and Weymouth. The New Forest.

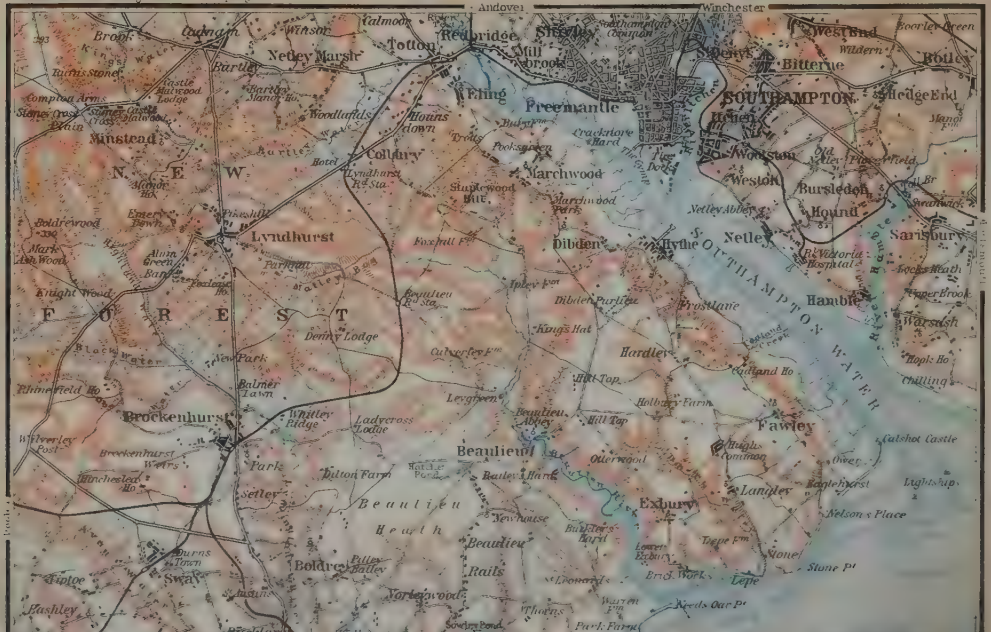
Railway from Southampton to (28½ M.) *Bournemouth Central* in ¾-1½ hr. (fares 1s. 9d., 3s., 2s. 1½d.); to (53½ M.) *Dorchester* in 1¼-2½ hrs. (fares 9s. 6d., 6s., 4s. 8½d.); to (63½ M.) *Weymouth* in 2-3 hrs. (10s. 6d., 6s. 8d., 5s. 3½d.). — The trains start from *Southampton West* (p. 82) and

traverse the New Forest, affording charming views of that district and afterwards of the sea (to the left). — Express from London (Waterloo) to (108 M.) *Bournemouth* in 2 hrs. 6 min. (18*s.*, 11*s.* 3*d.*, 9*s.*); to (143 M.) *Weymouth* in 3 hrs. 5 min. (23*s.* 10*d.*, 15*s.*, 11*s.* 11*d.*). Another route to Weymouth, see R. 14a.

Southampton, see p. 82. — At (2½ M.) *Redbridge*, whence a branch runs to Romsey (p. 84), the train crosses the *Test* (p. 82; view to the left) and turns to the S. — From (4 M.) *Totton* a motor-omnibus plies to *Hythe* (p. 84) and *Fawley*. — At (7 M.) *Lyndhurst Road* (New Forest Hotel) we reach the borders of the New Forest. An omnibus (1*s.* inside, 6*d.* outside) plies hence several times daily to (2½ M.) **Lyndhurst** (* *Crown*, R. from 5*s.*, D. 5*s.*, often full in summer; *Grand*, well spoken of; numerous lodgings), a pleasantly situated village and the most convenient centre from which to explore the Forest, though the pedestrian may fix his headquarters also at Brockenhurst (p. 87). The church, rebuilt in 1863, contains a fine fresco of the 'Ten Virgins' by *Lord Leighton* (E. wall) and a piece of very realistic sculpture by *Cockerell* (under the tower). Near the church is the *King's House*, the residence of the Deputy Surveyor of the Forest; in the Verderers' Hall (adm. by permission), where the verderers' courts or 'courts of swainmote' are still held, is an old stirrup, which an absurd tradition calls that of William Rufus, while history records that dogs small enough to pass through it were exempt from the 'expeditation', or removal of the middle claw, formerly inflicted on dogs of private persons living in the Forest. — Near Lyndhurst is the course of the New Forest Golf-Club.

The ***New Forest**, stretching westwards from Southampton Water, is an ancient royal hunting demesne, containing some of the most characteristic woodland scenery in England. The extent of the 'Forest' is about 140 square miles, but little more than two-thirds of this now belongs to the crown. Many of the oak and beech trees are very fine, but there are also large tracts of heath and cultivated land; the comparative absence of water will, however, strike most visitors as a drawback. The largest stream is *Lymington Water*. The red deer with which the Forest was formerly stocked have disappeared, but it contains large numbers of hogs and small, rough-looking horses. The naturalist also will find much to interest him in its fauna and flora, and for entomologists it is a particularly happy hunting-ground.

The pedestrian alone can thoroughly explore the New Forest, but the hurried traveller may see its chief beauties in the course of a single day's drive (or walk) from Lyndhurst by taking the following round of about 15 M. (one-horse carr. about 15*s.* and gratuity). — We first drive to the N. to (2¾ M.) *Minstead* (Trusty Servant Inn), stopping on the way to visit (1 M.) the Kennels of the New Forest Hunt (fee to keeper). For Minstead we turn to the left about ⅓ M. farther on, the road in a straight direction leading to (2 M.) *Cadnam*. Beyond Minstead we pass between *Castle Malwood* on the left and *Malwood* on the right, and after about 1 M. turn to the left and follow the road crossing the high-lying *Stoney Cross Plain*. In the pretty wooded valley below us, to the right, is the *Rufus Stone* (now cased in iron), erected in 1745 by the Earl of Delaware, a descendant of the founder of the State of Delaware, on the supposed site of the tree from which the arrow glanced that killed William II. in 1100 (see inscription). [We may send the carriage on to the (1 M.) *Stoney Cross Inn (Compton Arms)*, while we make the short


Wagner & Debes Geog. Estab^t Leipzig
Andover
Winchester
Brook
Cadnam
Winsor
Calmoor
Redbridge
Totton
Netley Marsh
Bartley
Mill brook
Southampton Common
West End
Boorley Green
Wildern
Bitterne
Botley
Ruins Stone
Castle Malwood Lodge
Bartley Manor Ho.
Eling
Freemantle
SOUTHAMPTON
Hedge End
Compton Arms
Stoney Cross
Woodlands
Houns down
Itchen
Minstead
Trotts
Pooksgreen
Crackmore Hard
Woolston
Old Netley
Plowfield
Hotel
Colbury
Lyndhurst Rd Sta.
Marchwood
Weston
Bursledon
Hound
N E W
Manor Ho.
Stuplewood Hill
Marchwood Park
Netley Abbey
Swanwick
Boldrewood
Emery Down
Pikeshill
Lyndhurst
Foxhill Fm
Dibden
Hythe
Netley
Sarisbury
Mark Ash Wood
Alum Green
Parkhill
Matley Bog
Victoria Hospital
Locks Heath
Knight Wood
Foxlease Ho.
Beaulieu Rd Sta.
Ipley Fm
Dibden Purlieu
Frostlane
Hamble
Upper Brook
F O R E S T
Kings Hat
Warsash
Denny Lodge
Black Water
New Park
Culverley Fm
Hardley
Cadland Creek
Hopk Ho
Cadland Ho
Chilling
Rhinefield Ho
Balmer Lawn
Hill Top
Leygreen
Holbury Farm
Brockenhurst
Whitley Ridge
Ladycross Lodge
Beaulieu Abbey
Hill Top
Fawley
Wilverley Post
Brockenhurst Weirs
Beaulieu
Otterwood
Hughs Common
Calshot Castle
Park
Dilton Farm
Hatchet Pond
Bailey's Hard
Owen
Hinchesley Ho
Setley
Langley
Eaglehurst
Lightships
Beaulieu Heath
Exbury
Newhouse
Nelson's Place
Beaulieu Rails
Lepe Fm
Stone
Durns Town
Boldre
Pilley Bailey
Lower Exbury
Stone Pt
Tiptoe
Sway
Brick Works
Lepe
Hashley
Vorleywood
Thorns
Needs Oar Pt
Park Farm
Buckland
Walhampton Ho
Egypt Pt Lighthouse

digression to the monument.] At Stoney Cross we bend to the left and begin our homeward journey by making for (3½ M.) **Boldrewood*, where we inspect the 'King' and 'Queen' oaks and other magnificent trees. About 1½ M. farther on is the **Mark Ash Wood*, an imposing forest sanctuary with hundreds of noble beeches. We then proceed through *Knight Wood*, with its famous oak (about 20 ft. in girth), to the (2 M.) main road, and then follow the latter to the N.E. (left) to (1½ M.) *Bank*, where the red house of Miss Braddon (Mrs. Maxwell) is conspicuous on the hill to the right. Thence to Lyndhurst, 1 M. — Walkers may shorten some of the above distances by footpaths. — By the direct road *Beaulieu Abbey* (see below) is 7 M. from Lyndhurst, but a pleasant détour may be made viâ *Brockenhurst* (see below), which lies 4 M. to the S. of Lyndhurst and 6 M. to the W. of the abbey.

9½ M. *Beaulieu Road* is 3 M. from Beaulieu Abbey.

Beaulieu, pronounced 'Bewley' (Montagu Arms, R. 2*s.* 6*d.*, D. 4*s.* 6*d.*), is picturesquely situated at the head of *Beaulieu Creek*, where the little river *Exe* flows into it. **Beaulieu Abbey**, a Cistercian establishment founded by King John in 1204, possessed the privilege of a sanctuary down to the dissolution of the monasteries. Margaret of Anjou and her son Prince Edward found shelter here shortly before the battle of Tewkesbury (p. 196), and Perkin Warbeck fled hither in 1497. The ruins (adm. 9-6, 6*d.*) include some scanty remains of the church, three fine arches of the cloister, and portions of the lay brothers' dormitory and of the wall that enclosed the abbey-grounds. The Abbot's House is now used as a residence by Baron Montagu. The parish Church, in the E.E. style, was the refectory of the Abbey and retains as pulpit the tribune used by the monkish readers during meals. On the E. wall is a curious monument with an inscription in the form of an acrostic.

13½ M. **Brockenhurst** (*Balmer Lawn*, R. from 5*s.*, D. 5*s.*, with motor-cars for hire; *Forest Park*, R. or D. 5*s.*, pens. from 13*s.* 6*d.*; *Rose & Crown*, R. 3*s.*-3*s.* 6*d.*, D. 3*s.*-4*s.* 6*d.*), *i. e.* 'Badgers' Wood', another good starting-point for excursions in the New Forest, is also a hunting-centre and has a golf-course. Part of the interesting church is believed to be Saxon. On *Balmer Lawn* races and sales of the ponies of the New Forest take place annually in August.

From Brockenhurst diverges the line to (5 M.) **Lymington** (*Londesborough Arms; Angel*), the starting-point of the steamers to Yarmouth, Totland Bay, and Alum Bay in the Isle of Wight (comp. pp. 74, 75). Lymington is celebrated for its yacht-building. Motor-omnibus in summer to *Milford-on-Sea* (p. 88). — About 6 M. to the S., at the mouth of the Solent and best reached by water, is *Hurst Castle*, one of Henry VIII.'s coast-defences, and for a time the prison of Charles I. (comp. p. 73). There is a signalling station at Hurst Castle for steamers entering the *Solent*, the strait between the mainland and the N.W. coast of the Isle of Wight.

From Brockenhurst to Weymouth viâ Wimborne, 53 M., railway in 2½-2½ hrs. (fares 8*s.* 6*d.*, 5*s.* 6*d.*, 4*s.* 5*d.*). This alternative route to Weymouth is followed by some of the trains from London (same fares). The line traverses the S. margin of the New Forest, passing (5 M.) *Holmesley* and reaching the extremity of the Forest at (11 M.) **Ringwood** (*White Hart; Crown*, pens. from 8*s.*; *Rail. Rfmt. Rooms*), the junction of a branch-line to (8 M.) *Christchurch* (p. 88). About 2 M. to the N. is *Somerley*, the seat of the Earl of Normanton, with a good collection of paintings. We cross the *Avon* and enter *Dorsetshire*. — From (16 M.) **West Moors** a branch-line runs to the N. to (23½ M. in 1-2 hrs.; fares 3*s.* 10*d.*, 2*s.* 6*d.*, 1*s.* 11*d.*) *Salisbury* (p. 104), viâ *Verwood*, *Fordingbridge*, and *Downton*. Verwood is the station for (3 M.) *Cranborne*, an ancient town in *Cranborne Chase*, near which is *Cranborne Manor*, a seat of the Marquis of Salisbury. — In the church of *Pentridge*, about 4 M. to the N.W. of Cranborne, a tablet (1902) commemorates Robert Browning (d. 1746), footman and butler and 'first known forefather of Robert Browning, the poet', with the inscription (from 'Pippa

Passes') 'All service ranks the same with God'. — At *Farnham*, 5 M. to the S.W. of Pentridge, is an interesting museum including upwards of 40 models of excavations conducted in the neighbouring Romano-British villages at *Woodcuts* and *Rotherly* by Gen. Pitt-Rivers (d. 1900), who lived at *Rushmore*, 2 M. to the N.W.

At (20½ M.) **Wimborne** (*Crown*, R. or D. 3*s.* 6*d.*; *King's Head*; *Rail. Rfmt. Rooms*) is a fine old "*Minster* or collegiate church, illustrating all the styles from Norman to Perp., and possessing a chained library. About 4 M. from Wimborne (1¼ M. from the station) is *Canford Manor* (Lord Wimborne), containing Assyrian antiquities brought home by Sir A. H. Layard and Italian (Ferrarese school, etc.) and other paintings (two by Rembrandt). The park is open to the public, the house only on certain days in the year (adm. 1*s.*). — The railway forks here, the right branch joining the line from Broadstone (Bournemouth) to Templecombe and Bath (see p. 121), while our line keeps to the left. — Beyond (23 M.) *Broadstone Junction* (for Poole, see p. 89; to Bath, see p. 121) we join the main line to Weymouth at (26 M.) *Hamworthy Junction*, see p. 90.

The main line next passes (16¼ M.) *Sway*, (19½ M.) *New Milton*, and (22 M.) *Hinton Admiral*. New Milton is the station for *Milford-on-Sea* (4 M.; Hôt. Victoria, R. from 5*s.*, D. 5*s.*) and for *Barton-on-Sea* (1 M.; Barton Court Hotel, R. from 5*s.*, D. 5*s.*), with golf-links. — 25 M. **Christchurch** (*King's Arms*, well spoken of, R. 4*s.*, D. from 3*s.*) is a seaport with an ancient **Priory Church*, a beautiful Norman and E. E. edifice, possessing a remarkable North Porch. The lack of a central tower is, however, severely felt. The screen separating the nave and choir is a fine Perp. work of 1502. Under the W. tower is a monument to the poet *Shelley* (d. 1822). Some of the other monuments, the Lady Chapel, and the Salisbury Chapel, built by Margaret, Countess of Salisbury, about 1535, are interesting also. — Near the river *Avon* is *Constable House*, a Norman building; and in the grounds of the hotel are the very scanty remains of an old *Castle*. — About 2 M. to the S. is **Hengistbury Head*, which commands a magnificent sea-view, including the Isle of Wight.

27 M. *Pokesdown*. — 27¾ M. *Boscombe* (p. 89) is separated from Bournemouth by *Boscombe Chine*. — 28½ M. *Bournemouth Central* (Pl. D, 2). Some trains go on to (32 M.) *Bournemouth West* (Pl. A, 3).

Bournemouth. — **Hotels.** *Royal Bath (Pl. a; C, 3, 4), East Cliff, with beautiful sea view, R. from 4*s.*, B. 2*s.*-3*s.* 6*d.*, D. 5*s.*; *Highcliffe (Pl. b; B, 4), West Cliff; *Mont Dore (Pl. c; B, 3), with bath-house; Royal Exeter (*Newlyn's*; Pl. d, B 3), Exeter Park, R. from 4*s.*, D. 5*s.*, pens. from 10*s.* 6*d.*; Branksome Tower, Branksome Park; Norfolk, Richmond Hill; *Métropole (Pl. f; D, 3), East Cliff, R. from 4*s.* 6*d.*, D. 5*s.*; *Grand (Pl. g; C, 3), East Cliff, R. or D. 4*s.* 6*d.*; Lansdowne (Pl. h; C, 3), East Cliff; Imperial (Pl. i; C, D, 3); Bourne Hall (Pl. t; A, 3); Weston Hall; Dalkeith; Central (Pl. k; B, 3); Waverley Temperance (Pl. l; D, 2), R. from 2*s.* 9*d.* — Linden Hall Hydropathic (Pl. m; E, 2), East Cliff, 9-15*s.* per day; Bournemouth Hydropathic (Pl. n; A, 4), West Cliff, 7*s.* 6*d.*-12*s.* 6*d.* — At *Boscombe*, 2 M. to the E.: *Boscombe Chine (Pl. o; F, 3), R. from 5*s.*, B. from 2*s.*, D. 5*s.*; *Burlington (Pl. p; F, 3), R. from 6*s.*, D. 5*s.* 6*d.*; Salisbury (Pl. q; F, 2), R. from 2*s.*, D. 3*s.* 6*d.*; Gordon Hotel, at Southbourne. — At *Canford Chine*, 3 M. to the W., Canford Cliffs Hotel, R. 4*s.* 6*d.*, D. 5*s.*, pens. from 10*s.* 6*d.* — Numerous *Private Hotels*, *Boarding Houses* (5-10*s.* per day), and *Lodgings*. — *Lockyer's Restaurant*, Quadrant; *Criterion*.

BOURNEMOUTH
1:30.000
Mile
1 Grand Theatre F 2
2 Theatre Royal B 3
Tarbot Woods
Cemetery
Kings Park
Boscombe Sta.
Meyrick Park
Golf Course
Cricket Ground
Central Sta.
St Clements Ch.
Dean Park
St Johns Ch.
Trinity Ch.
St Michaels Ch.
St Peters Ch.
Winter Gardens
Pleasure Gardens
Boscombe Chine
Boscombe Pier
Bournemouth Pier
Durley Chine
Alum Chine
Westcliff Chine
Wellington Road
Lowther Road
Holdenhurst Road
Christchurch Road
Knyveton Road
Richmond Hill
Bath Road
Exeter Road
Gervis Road
Manor Road
Cavendish Road
Meyrick Park Road
Bourne Avenue
Bourne Valley Road
Poole Road
Westover Road
Old Christchurch Road
Commercial Road
Yelverton Road
Durley Chine Road
Durley Road
Durley Hill
Westcliff Road
Overcliff Drive
East Cliff Drive
East Cliff Promenade
Undercliff Drive
Undercliff Road
Grand Parade
Pier Approach
Pleasure Gardens
Winter Gardens
Tennis Courts
Bowling Green
Cricket Ground
Tennis Courts
Technical Schools
Wesleyan Ch.
Baptist Ch.
Congregational Ch.
Presbyterian Ch.
Roman Catholic Ch.
Wesleyan Ch.
Salvation Army
Public Library
Public Baths
Public Baths
Public Baths

Cabs. Per mile 1*s.*, each addit. ½ M. 6*d.*; per hour, 1st class 3*s.*, 2nd class 2*s.* Taxicabs 1*s.* per mile, 4*s.* per hour for waiting. Between midnight and 6 a.m., fare and a half. — *Bath Chair*, 1*s.* 6*d.* per hour. — **Electric Tramways** ply to the various suburbs and to (4½ M.) *Poole* (see below) on the W. and to (5 M.) *Christchurch* (p. 88) on the E. — **Motor Cars** from the Square to *Christchurch* (E.) and *Canford Cliffs* (W.).

Steamers ply in summer from Bournemouth to *Swanage*, *Poole*, the *Isle of Wight*, *Weymouth*, *Dartmouth*, *Torquay*, *Southampton*, *Portsmouth*, *Brighton*, etc. (fares 1-3*s.*); also to *Cherbourg* (return-fare 6*s.*).

Excursion Brakes run to (6½ M.) *Heron Court*, (10 M.) *Wimborne*, (18 M.) *Corfe Castle*, the *New Forest* (ca. 20 M.), *Blandford* (19 M.), etc.

Music. *Bands* perform daily on the Pier and in the Winter Gardens. — *Concerts* daily in the Winter Gardens Pavilion (symphony concerts on Mon. and Thurs. afternoons). — **Theatres.** *Royal* (Pl. 2; B, 3), Albert Road; *Grand* (Pl. 1; F, 2), Boscombe. — *Hippodrome*, Boscombe.

Bournemouth, a fashionable watering-place and winter-resort, on *Poole Bay*, with (1908) 72,000 inhab., owes much of its salubrity to the luxuriant pine-woods in which it is embosomed. Bournemouth proper lies mainly on two small hills, flanking the sheltered valley of the *Bourne*, while to the E. and W. extend handsome residential suburbs, of which the chief are *Boscombe* (good golf-links), and *Southbourne* to the E., and *Westbourne* and *Branksome Park* to the W. The banks of the Bourne are laid out as *Pleasure Gardens* (Pl. B, C, 3), and near its mouth is a *Pier* (Pl. C, 4). 1000 ft. in length, opposite which a new *Pleasure Pavilion* is about to be opened. On the W. Cliff are *Winter Gardens* (Pl. B, 3; adm. 6*d.*-1*s.*), with a large *Pavilion* (concerts, see above); and on the E. Cliff is *St. Peter's Church* (Pl. C, 3), in the churchyard of which are buried William Godwin, Mary Wollstonecraft, and Mary Shelley. — In East Cliff Road, in East Cliff Hall (Pl. C, 4), is the valuable *Russell-Cotes Art Gallery & Museum*, presented to the town in 1909 but at present open to the public on previous application only. To the N. of the town lies *Meyrick Park* (Pl. A, B, 1, 2), with a good golf-course, beyond which are the fragrant *Talbot Woods*. — At Boscombe are *Pier* (Pl. F, 3; 600 ft.) and attractive pleasure-grounds.

The sandy beach affords excellent bathing. Pleasant walks may be taken along the coast. Among the chief features of interest are the '*Chines*' (comp. p. 70) in the sandstone cliffs, the most picturesque being *Boscombe Chine* (Pl. E, F, 3) and (to the W.) *Durley Chine* (Pl. A, 4), **Alum Chine*, and (3 M.) **Branksome Chine*.

Rhododendrons grow very luxuriantly in and about Bournemouth; the road from Christchurch to Wimborne passes for about 3 M. between the magnificent plantations of these shrubs at (6½ M.) *Heron Court* (Earl of Malmesbury), to which a visit should be paid in the blossoming season (June). The house, which contains a fine library and paintings by Reynolds, Romney, and Canaletto, is not shown to the public.

Beyond Bournemouth the main-line trains go on via *Branksome* and (32½ M.) *Parkstone* (Sea View Hotel) to (34½ M.) *Poole* (Antelope; London), a brisk little seaport, with 19,464 inhab. and a good harbour, frequented by yachts, in which lies the island of *Branksea* or *Brownsea*.

Poole is connected with Wimborne (p. 88) by a short branch running via *Broadstone Junction*, with a good golf-course.

Our train then crosses *Hole's Bay*, a branch of *Poole Harbour* and proceeds viâ (36½ M.) *Hamworthy Junction* to (41½ M.) *Wareham* (Red Lion; Black Bear), an ancient town with earthen ramparts.

Wareham is the junction of a branch-line to (6 M.) *Corfe Castle* and (11 M.) *Swanage*. — The ruins of *Corfe Castle, erected on the *Purbeck Downs* soon after the Norman Conquest, occupy the site of the hunting lodge where Edward the Martyr was assassinated in 979. The castle was a frequent residence of King John, and in the Civil War was stoutly defended against the Parliamentarians by Lady Bankes. — **Swanage** (*Grand*, R. from 5*s*., D. 5*s*.; *Royal Victoria*, well spoken of; *Grosvenor*, R. from 5*s*., D. 5*s*.) is a pleasant little watering-place with a good beach and a golf-course. — **Purbeck Island**, the peninsula on which both these places lie, is famous for its potter's clay and a stone resembling marble. The coast scenery is interesting (*Tilly Whim*, *St. Alban's Head*, *Studland*, with its tiny Norman church, etc.).

The train now follows the valley of the *Frome*. Near (46½ M.) *Wool* are the ruins of *Bindon Abbey* (12th cent.). At *East Lulworth*, about 3 M. to the S., is *Lulworth Castle* (16th cent.), and near *West Lulworth* (6 M.) is *Lulworth Cove*, a seaside and golf resort, with fine coast scenery. — 51 M. *Moreton*.

56½ M. **Dorchester** (*King's Arms*, R. from 4*s*. 6*d*., D. from 2*s*. 6*d*.; *Antelope*, R. from 4*s*., D. from 3*s*.), the county-town of Dorsetshire, with 9458 inhab., was the *Durnovaria* of the Romans. *St. Peter's Church* contains some interesting monuments. The chair used by Judge Jeffreys during the 'Bloody Assize' (1685) is preserved in the *Town Hall*. The *Dorset Museum* contains one of the best provincial collections of antiquities in England.

To the S. of Dorchester are the *Maumbury Rings*, the most perfect Roman amphitheatre in England, 220 ft. long and 165 ft. wide. In the neighbourhood are *Poundbury* and *Maiden Castle*, two large entrenched camps, the first of doubtful origin, the second almost certainly British.

Dorchester is a station also on the line from London to Weymouth, viâ Reading, Westbury, and Yeovil (see p. 103).

From (61¼ M.) *Upwey Junction* a branch-line runs to (4½ M.) *Portesham* and (6 M.) *Abbotsbury*.

Near Portesham is a monument to *Sir Thomas Hardy*, Nelson's flag-captain at Trafalgar. Abbotsbury has a ruined monastery and a large swannery.

63½ M. **Weymouth** (*Burdon*, 63*s*. per week; *Gloucester*, R. from 5*s*., D. 5*s*.; *Royal; Victoria; Crown; Great Western; Marine;* Amer. Cons. Agent, *Fred. W. Fuller*), a thriving watering-place with (1901) 19,831 inhab., situated at the mouth of the *Wey*, in the centre of a beautiful bay, was a favourite resort of George III. Fine view from the *Nothe*, a promontory dividing the town into two parts.

Excursions may be made by steamer from Weymouth to *Lulworth Cove*, *Swanage*, *Bournemouth*, *Lyme Regis*, etc., and on land to the *Fort* (fine view), *Osmington* (with an equestrian figure of George III. cut in the chalk), *Corfe Castle* (see above), and *Abbotsbury* (see above).

The chief object of interest in the neighbourhood, however, is **Portland Island**, 4 M. to the S. (branch-railway), with its convict-prison (780 inmates), its quarries, and its *Breakwaters*. The last, consisting of two huge stone causeways (the larger 1¾ M. long and 100 ft. broad), enclosing an immense harbour of refuge, were constructed by convict labour in 1847-72, contain 6,000,000 tons of stone, and cost more than 1,000,000*l*. *Portland Castle* was built by Henry VIII. Portland Island, the S. point of which

ALDERNEY
GUERNSEY
JERSEY
St Anne
St Peter Port
St Sampson
Vale
Castel
St Saviour
St Andrew
St Martin
Forest
Torteval
St John
St Mary
St Ouen
St Lawrence
St Peter
St Matthew
Trinity
St Helier
St Clement
Grouville
St Brelade
St Aubin
Pleinmont Pt
Grosnez
Les Nannels
Burhou
The Swinge
Casquets
Les Etacres
Roque au Nord
Roque Noire
Herm
Jethou
Brecqhou
Sark
Boulay B
Les Minquiers
Les Ecrehous
Les Dirouilles
Les Pierres de Lecq
Les Sambues
Les Paternosters
Les Ardonets
Les Fontenelles
Les Violets
Les Hanois
Les Aigrillons
Les Etacres
Les Etats
Les Roches Douvres
Les Ecrehous

is called the *Portland Bill* (lighthouse), is really a peninsula, united with the mainland by a curious strip of shingle called the *Chesil Bank*, extending to (10 M.) Abbotsbury, and full of interest for the geologist (see Damon's 'Geology of Weymouth and Portland'). The chief villages in the island are *Fortune's Well*, *Chesilton* (Royal Victoria), and *Castleton* (Royal Breakwater Hotel). — *Pennsylvania Castle*, built in 1800 for the grandson of William Penn, contains various relics of the latter (no adm.).

From Weymouth to *London*, see pp. 86, 102; to the *Channel Islands*, see R. 13.

13. The Channel Islands.

1. From Southampton (p. 82). Mail-steamers ply daily (except Sun.) in summer (June-Sept. inclusive) and every Mon., Wed., & Frid. in winter, starting at 12.30 a.m. for (6¼ hrs.) *Guernsey* and (8¾ hrs.) *Jersey*. These sail in connection with the *London & South Western Railway* (see R. 11), the boat-train of which leaves London (Waterloo) at 9.45 p.m. and runs alongside the boats.

2. From Weymouth (p. 90; shortest sea-passage). Steamers daily (except Sun.) in summer (June-Aug.), starting at 1.45 p.m., and daily in Sept. and every Tues., Thurs., & Sat. in winter, starting at 2.15 a.m., for (4 hrs.) *Guernsey* and (6 hrs.) *Jersey*. They sail in connection with the *Great Western Railway* (see R. 14a), the boat-trains of which leave London (Paddington) respectively at 9.35 a.m. and 9.15 p.m., and run alongside the steamers.

These two services are run conjointly by the railway companies concerned, the fares being the same and return-tickets available by either route. 'Daylight service' (viâ Weymouth, see above) in June, July, and August only. Through-fares from London 33*s*., 22*s*. 2*d*., 20*s*.; return-tickets, valid for six months, 48*s*., 31*s*. 6*d*., 30*s*.; 2nd and 3rd class passengers may travel in the saloon for 5*s* extra (8*s*. for the double journey). Fares from Southampton or Weymouth 20*s*., 14*s*.; return 33*s*., 23*s*.

3. From Plymouth (p. 148). Steamers from Sutton Wharf every Mon. and Thurs. in summer at 10 p.m., reaching Guernsey at 5.30 a.m. and Jersey at 10 a.m., returning on Tues. and Friday. Fares to Guernsey 14*s*., 10*s*., return 21*s*., 15*s*.; to Jersey 16*s*., 14*s*., return 24*s*., 17*s*.

4. From London direct. Steamers of the London and Channel Islands Steamship Co. leave *London Docks* every Tues. & Sat. for (26 hrs.) *Jersey*, going on a few hours later to *Guernsey*, and returning from Guernsey direct every Tues. evening (fare 12*s*. 6*d*., return 20*s*.; provisions 4*s*. 6*d*. per day).

September is the best month for a visit to the Channel Islands. Few travellers will care to make this trip unless they can spend a week at least among the Islands, but a fortnight, a month, or more may be pleasantly passed in exploring them. The following Plan for a Week's Tour will be found convenient. 1st Day: *St. Peter Port*, in Guernsey, and excursion to *St. Sampson*, *Bordeaux Harbour*, and *L'Ancresse Bay*. — 2nd Day: From St. Peter Port to *Moulin Huet*, the *Creux Mahie*, *Lihou Island*, and other points on the S. and S.W. coast of Guernsey. — 3rd & 4th Days: Visits to *Alderney* and to *Sark* (note the days on which steamers ply to Alderney, p. 96). — 5th Day: From Guernsey to Jersey. *St. Helier*. Excursion to *Gorey* and *Mt. Orgueil*. — 6th Day: From St. Helier to *St. Aubin's*, *St. Brelade's Bay*, the *Corbière*, the *Etac*, the *Grève au Lançon*, the *Grève au Lecq*, and back through the interior of the island. — 7th Day: Excursion from St. Helier to *Bouley Bay and the N. Coast*. — The only adequate method of exploring these Islands is on foot or, perhaps, by cycle (local regulations, see below). But Excursion Brakes (fare 2*s*. 6*d*.), plying daily (including Sun.) from St. Peter Port in Guernsey and from St. Helier in Jersey, afford a convenient means of visiting the principal points of interest, which, in the case of each island, are included in the course of three or four drives.

Cycling. Every cycle in Guernsey must carry a lamp, a 'jingle' bell, and also a numbered plate to be obtained at the Constable's Office (or through the hotel-landlord). No plate is required in Jersey.

Jersey and Guernsey have each a local copper coinage, exactly corresponding to British pence and half-pence. With this exception British money alone is legally current in Jersey, but in Guernsey French gold and silver coins are current also, though British money only is accepted by the post-office. The local £. notes issued in both Jersey and Guernsey had better be refused by the tourist. — Tobacco, cigars, and tea are cheap, so are the inferior spirits and cordials used in the Islands. High-class wines and spirits are, however, little cheaper than in England, and provisions generally are quite as dear.

Victor Hugo's 'Toilers of the Sea' should be read by visitors to Guernsey; *Miss Hesba Stretton's* 'The Doctor's Dilemma' by visitors to Sark; and *Sir Gilbert Parker's* 'Battle of the Strong' by visitors to Jersey.

The group usually known as the **Channel Islands** consists of *Jersey*, *Guernsey*, *Alderney*, and *Sark*, together with a number of islets and rocks. Their joint area amounts to about 75 sq. M., and in 1901 they contained 95,841 inhabitants. Geographically they belong to France, lying in the bay of St. Malo, within a distance of 10-30 M. from the coast of Normandy, while Alderney, the most northerly of the group, is fully 50 M. from England. They have, however, belonged to England for eight centuries, being a remnant of its Norman possessions lost in 1204. The beautiful scenery of the group comprises views of wild grandeur and pleasing rural landscapes within a very limited space. The rocky coasts of the larger islands, indeed, vie with the finest scenery of the kind in Great Britain. St. Peter Port, St. Helier, and other points are defended by strong forts; while the numerous martello-towers, watch-houses, etc. — now left to decay — are relics of an obsolete system of defence. The good roads also are military works.

History. The early history of the Islands is wrapped in obscurity. The original inhabitants, who have left traces of their presence in the cromlechs, were probably of Celtic (Breton) race. The Roman occupation of Gaul extended to these islands, and Jersey is mentioned under the name of *Caesarea* in the Itinerary of Antonine. Christianity seems to have been introduced in the 6th cent. by two missionaries from the Continent, whose names have been perpetuated in St. Helier, in Jersey, and St. Sampson, in Guernsey. At a later date they were occupied by Rollo and his Northmen, and they became part of the duchy of Normandy in 932. Under the first four Norman kings of England the Islands were alternately under English and Norman rule, but since the accession of Henry II. (1154) they have been permanently united with England. They remained, however, under the ecclesiastical jurisdiction of the Bishop of Coutances down to the Reformation, when they were annexed to the see of Winchester. King John is said to have granted a charter to Guernsey, and it seems at least certain that the Islands have enjoyed a distinct political existence since his reign. In the Civil War Jersey espoused the cause of the King, and Guernsey that of the Parliament, a divergence of which traces are still noticeable. During the French and American wars the islanders reaped a rich harvest by privateering and smuggling. Since then their legitimate trade, and with it their prosperity, has steadily increased.

The *Climate* is very mild and equable, the mean annual temperature being about 51° Fahr., and is admirably adapted for persons with weak chests. The rainfall, amounting to 30-35 inches, is rather high, but the rapid evaporation prevents undue humidity. Snow and frost are rare. The so-called 'Summer of St. Martin', resembling the Indian Summer of America, usually sets in about the middle of October. The *Soil* is fertile, producing good crops of fruit, wheat, and turnips. Large quantities of grapes and tomatoes, ripened under glass but generally

without artificial heat, are exported from Guernsey. The small and finely-shaped dairy cattle peculiar to the Channel Islands are widely known and highly prized under the name of Alderneys. The vegetation of the Islands is very rich and varied, and the naturalist will also find much to interest him in the birds of Guernsey and the zoophytes of Sark (p. 97).

The vernacular *Language* is the old Norman French, varying considerably in the different islands and commoner in Guernsey than in Jersey. English, however, is very generally spoken in the towns, where there is a large admixture of English residents attracted by the climate and scenery. French is the official language of the courts. The inhabitants have preserved many of their old laws and customs, and are in several respects different both from their English and their French neighbours. In matters of government the Islands form two divisions or bailiwicks, one consisting of Jersey alone, the other of Guernsey and the smaller islands. Freeman styles them 'distinct commonwealths'. In each bailiwick the Crown appoints a lieutenant-governor, for military affairs, and a bailiff ('bailli' in Jersey, 'bailif' in Guernsey), as the civil and judicial head. The latter, a native of the islands, holds office for life. The 'States Assembly', composed of the 'jurats' (see below), the rectors and the 'constables' (elected mayors) of the parishes, and a certain number of deputies, adopts or 'registers' the acts of the Imperial Parliament, but also passes local laws, subject to the approval of the Privy Council. Justice in important cases is administered by the Royal Court, consisting of the bailiff and twelve 'jurats', or elected magistrates. The laws relating to property are very peculiar, those of succession being specially elaborate. All male inhabitants are bound to serve in the local militia.

Golf. At *L'Ancresse Common* (p. 95) in Guernsey; and *Grouville* (p. 99), *La Moye* (p. 101), and *Le Quenvais* (p. 101), in Jersey.

In approaching the Channel Islands from Southampton or Weymouth, the steamer first comes in sight of the dangerous rocks called the *Casquets*, where the Victory, a man-of-war, was lost with 1100 men in 1744. They are now marked by a triple flashing light. Alderney (p. 96) lies about 8 M. to the E. The first stopping-place is *St. Peter Port*, the capital of Guernsey.

Guernsey.

Guernsey ('green isle'; Latin, *Sarnia*), the second in size of the Channel Islands, is triangular in form, and measures 9½ M. in length from S.E. to N.W. and about 6 M. in breadth at its widest part. The S. coast consists of a bold and almost uninterrupted cliff, rising perpendicularly to a height of 270 ft., from which the land slopes gradually down to the flat beach on the N. The coast-scenery is finer than that of Jersey, but the interior is less attractive. Pop. (1901), including Herm and Jethou, 40,477.

St. Peter Port. — Hotels. *Old Government House, on the hill, R. from 4*s.* 6*d.*, D. 4*s.*, pens. from 9*s.*; *Royal, facing the sea, R. from 4*s.*, D. 4*s.*, pens. from 9*s.*; Victoria, High St., with baths, pens. 8*s.*; Channel Islands, facing the sea, R. 3*s.*, D. 2*s.* 6*d.*; Yacht, High St., R. 2*s.* 6*d.*, D. 3*s.*; Crown, facing the harbour, plain, pens. 6*s.*; Queen's, Plaiderie, pens. 6*s.* 6*d.* — Hôt. de France (French), Plaiderie. — Numerous private lodgings.

Cab from the pier to the hotels 2*s.*; *Porter* from pier 6*d.*

Excursion Cars, see p. 91. — *Carriage*, 20-25*s.* per day. — *Cycling*, see p. 91.

Omnibuses ply hourly to *Cobo* (p. 95) and to *St. Martin's* (p. 95).

Boats. Small rowing-boats, 6*d.* per hour. Sailing-boat, with man, to *Herm* 10*s.*; to *Sark* (1½ hr. with good wind) 20*s.*

Steamers to *Alderney* and *Sark*, see p. 96; to *Jersey*, p. 97. — To *Cherbourg* (viâ Alderney) every Tues. (fares 6*s*., 4*s*.; return, available for two months, 9*s*., 7*s*.); to *Granville* and to *St. Malo* (viâ Jersey), each thrice weekly (12*s*., 8*s*., return 18*s*., 12*s*.); to *St. Brieuc* (viâ Jersey) once weekly (10*s*., 8*s*., return 16*s*., 12*s*.).

St. Peter Port, with about 20,000 inhab., is picturesquely situated on a rising ground in a shallow bay on the E. side. At the S. end of the broad *Esplanade* which skirts the harbour is the Gothic *Town Church (St. Peter's)*, perhaps the most important specimen of mediæval architecture (early 14th cent.) in the Islands. It has been restored and decorated. Behind the church is the *Market*, 200 ft. in length, where fine displays of fish, flowers, and vegetables are usually to be seen. The arcades to the right are known as the *French Market*, because the fruit and vegetables sold there come chiefly from France. At the W. end of the latter is the entrance to the *Guille-Allés Library and Reading Room* (open daily, 10-9; visitors, 3*d*. per month) and *Museum* (open 11-1 & 2-4, adm. 5*d*., free on Sat. & Thurs. 2-4). From the S. side of the church the steep Cornet St. ascends to Hauteville St., No. 38 in which is **Hauteville House*, a large house of gloomy exterior, the former residence of Victor Hugo (1802-85), who lived here as a political refugee from 1855 to 1870 (comp. p. 99). The house (adm. daily; small fee) contains interesting memorials of the poet and works of art. The glass-covered room at the top, the floor of which also is of glass, was Hugo's study, and commands a beautiful view of the port and neighbouring islands.

From the N. or White Rock Pier, at which the steamers lie, the Avenue St. Julien ascends to the fashionable quarter of the town, near *Cambridge Park*, at one end of which is *Castle Carey*, the residence of several of the governors, conspicuous from the sea. Near the other end is the *Candie Library*, in front of which are the *Candie Grounds*, with a statue of *Queen Victoria*. Farther S. is the prominent *Victoria Tower* (view; key at the Militia Arsenal opposite; small fee), built to commemorate the visit of Queen Victoria and Prince Albert in 1846. Still farther to the S. are the *Grange Club* and the large *Elizabeth College*. In Manor St. is the *Royal Court House*, where the States meet, with several portraits.

On a rocky islet in the harbour, connected with the shore by a long breakwater, rises *Castle Cornet*, the old residence of the governor, and formerly considered a strong fortress. Part of it is said to be of Roman workmanship. Farther to the S., on the cliff, is *Fort George*, one of the strongest fortresses in the Islands. Orders of admission to both are issued at the District Office, Anne's Place.

In 1672 Castle Cornet was blown up by an explosion of gunpowder. The infant daughter of the governor, Viscount Hatton, was discovered next day unhurt and asleep amid the ruins, and lived to be the Countess of Winchelsea and mother of 30 children.

The chief attraction of Guernsey is the coast-scenery on the S.E. and S. There are small hotels at various points, but the best plan is to fix our headquarters at St. Peter Port.

About 1½ M. to the S. of St. Peter Port is *Fermain Bay*, with a sandy beach backed by walls of rock. On the height, ½ M. to the S., rises the *Doyle Column*, 150 ft. high (key at first cottage to the W.), erected in honour of Sir John Doyle (1750-1834), a former governor of the island, and commanding an extensive view. The view from the promontory of *Jerbourg*, ½ M. to the S., is, however, quite as fine. **Moulin Huet Bay* (rfmts.), to the W. of the point, and 2½ M. from St. Peter Port, is one of the finest spots in Guernsey. The cliffs here, 200-300 ft. in height, are very imposing. Farther on is the charming *Saints' Bay*. Round the next point is *Icart Bay*, with the picturesque cove of *Petit Bot* (rfmts.) in its N.W. angle. The most interesting points farther on are *La Moye Point*, and the *Gouffre* (Hotel, pens. from 6*s.* 6*d.*), a rocky cauldron at the mouth of a small gorge, 4½ M. from the harbour (omn. 5*d.*); the *Corbière* (5 M.), a headland remarkable for the green veins intersecting its pink and grey granite; and the *Creux Mahie* (6½ M.; adm. 6*d.*), a cavern 200 ft. long, accessible by a steep and difficult descent from the cliffs above. The points from Fermain Bay to the Gouffre may be visited in the course of a fatiguing but interesting walk (2-3 hrs.) along a narrow path skirting the slopes and tops of the cliffs.

The church of *St. Martin*, 2½ M. to the S.W. of St. Peter Port, has a pretty porch; and the *Chapel of St. Apolline*, near St. Saviour's, 4 M. to the W., is a curious example of very early architecture (ascribed to the 5th cent.).

At the S. W. angle of the island are (7½ M. from St. Peter Port) *Pleinmont Point* and *Caves*, and off the coast the *Hanois Rocks* and lighthouse. The deserted watch-house on the cliff, above the *Gull Rock* (echo), is identified with the 'Haunted House' in the 'Toilers of the Sea'. A good road skirts the low N. W. coast, with its picturesque wide bays, defended by forts and batteries. Beyond *Rocquaine Bay* (Imperial Hotel, pens. from 7*s.*), near the village of *L'Erée* (Hotel, pens. from 6*s.* 6*d.*), is a well-preserved dolmen, known as the *Creux des Fées*. Off the coast is the small island of *Lihou*, with some picturesque rocks, once the seat of an old priory (12th cent.). Farther on are the bays of *Perelle* (hotel), *Vazon*, and *Cobo* (Rockmount; Grande Rocque, pens. from 6*s.* 6*d.*).

An Electric Tramway (2*d.*) runs to the N. from St. Peter Port to *St. Sampson*, the second town of the island, with important quarries of blue granite. About halfway we pass, ½ M. to the left, *Ivy Castle*, a picturesque Norman ruin; and beyond *Banks Village* an *Obelisk* in memory of Admiral Lord Saumarez (1757-1836), a native of St. Peter Port. Beyond St. Sampson is *Vale Castle*, or St. Michael's Castle, above the small bay known as *Bordeaux Harbour*, noted for its fine zoophytes. — From Banks Village (see above) 'Doyle's Road' (omnibus) runs to the N.W. to *Vale Church* (1117). To the N. are *L'Ancresse Common*, with numerous Celtic remains and a fine golf-course, and *L'Ancresse Bay*.

About 3 M. to the E. of Guernsey lie the islets of **Herm** and **Jethou** (occasional excursion-steamers, fare 1*s.* 3*d.*; boat, see p. 93), both overrun by immense numbers of rabbits. Herm (the property of Prince Blücher, grandson of the famous marshal) possesses a small 'creux' like that in Sark (p. 97); but the only part of the island now open to visitors is the appropriately named 'Shell Beach'. The channels to the E. and W. of these islets are known as the *Great* and *Little Russel*.

Alderney and Sark.

These islands should be visited from Guernsey before we go on to Jersey. — Steamers leave St. Peter Port for (1¾ hr.) *Alderney* on Tues., Thurs., and Sat., returning on Wed., Thurs., and Sat. or Sun. (fares 4*s.*, 3*s.*, return 6*s.*, 4*s.* 6*d.*); for *Sark*, daily (fare 2*s.*, return 2*s.* 6*d.*). The above data refer to the summer months.

Alderney (French *Auriyny*, Latin *Aurinia*), the third in size of the Channel Islands, lies 20 M. to the N. of Guernsey, and is 4 M. in length and 1½ M. in breadth. In 1901 it contained 2062 inhabitants, most of whom are English. Of great military importance, it is defended by a series of strong forts and batteries, the most important being *Fort Albert*, on the N. side, the guns of which command the harbour of *Braye*, where the steamer lands its passengers. The costly but ill-designed breakwater is often damaged by the violence of the sea. About 1 M. from the pier, in the centre of the island, is the small town of *St. Anne* (Scott's Hotel, pens. 7*s.* 6*d.*; Belle Vue, pens. 5*s.* 6*d.*; Commercial, pens. 5*s.*; lodgings), with a church in the E.E. style, designed by Sir G. G. Scott, and erected to the memory of John Le Mesurier, the last of the hereditary governors. As in Guernsey, the S. and S.E. coast of Alderney consists of a range of almost perpendicular cliffs, from the top of which the land slopes gradually down to the flat but rocky shore on the N. The scenery of the granite and porphyry cliffs is very grand and varied, but it is generally difficult to reach the beach at their base either by land or water. Among the finest points are the *Lovers' Chair* and the *Hanging Rock (Roche Pendante)*, the latter a curious isolated column of sandstone, 60 ft. high. The geological veinings of the rocks are often singular. Alderney is separated from the islet of *Burhou* by the channel called *The Swinge*, and from Normandy by the *Race of Alderney*, 7 M. wide, which is very dangerous in rough weather. Through this channel the remnant of the French fleet escaped after the Battle of La Hogue in 1693.

Sark (*Bel Air Hotel*, from 8*s.* 6*d.* per day, luncheon 2*s.*; *Dixcart*, from 7*s.* 6*d.*; *Stock's*, from 7*s.* 6*d.*), also called *Serk* or *Sercq*, 3½ M. long and 1¾ M. wide in the middle, with (1901) 506 inhab., lies 6 M. to the E. of Guernsey.

A visit to this most picturesque island should on no account be omitted. Those who devote to it only the interval (about 6 hrs.) between the arrival and departure of the steamer from Guernsey should visit the Coupée, the Gouliot Caves (at low water), Dixcart Bay, the Creux Derrible, and, if time permit, the Seigneurie.

The steamer, which usually rounds the S. end of Sark in going,

the N. end in returning, lands passengers at the picturesque *Creux Harbour*, on the W. side, to the N. of the *Buron Islets*, whence a tunnel leads through the high cliffs to the interior of the island (boat from the steamer at low water 5*d.* each). The road from the harbour ascends to the *Bel Air Hotel*. Keeping straight on past the hotel, we pass through a gate into a pretty avenue of elms, at the end of which, near the school, we bear to the left. A few yards farther on we turn to the right, and, passing a conspicuous wind-mill, reach the hamlet of *Vaurocque*. Hence the main road leads to the left (S.) direct to (40 min. from the harbour) the **Coupée*, a natural causeway, 100 yds. long and only from 10 to 15 ft. broad, with a precipitous descent of 290 ft. on each side, uniting the N. and S. parts of the island, known as *Great* and *Little Sark*. About 7 min. beyond the Coupée a faintly-marked path leads off to the left, across the common, to the curious 'creux', called the *Pot* (steep and difficult descent). We may follow the cliffs to the S. to *Port Gorey*, near which there are some abandoned silver-mines, returning by the road. — The road leading due W. from Vaurocque (see above) soon forks, near a farm. The path to the right (pass through the gate, skirt the wall, and bear to the right at the ruined cottage) leads to the *Gouliot Caves*, which are extraordinarily rich in brilliantly coloured zoophytes. The final descent to the Caves, accessible only at low water, requires caution. Opposite lies *Brecqhou* or *Ile des Marchands*, separated from Sark by a narrow channel noted for its irregular and powerful currents. A frigate is said once to have safely navigated the channel, which it had entered by mistake. The path to the left at the farm (see above) leads past a *Monument* to Mr. J. G. Pilcher and others, drowned off the coast in 1868, to the fisherman's port of *Havre Gosselin*, where a ladder sometimes affords the only means of disembarking. — A road diverging to the left (guide-post) from that between Vaurocque and the Coupée leads to the prettily situated *Dixcart* and *Stock Hotels*, above the charming *Dixcart Bay*. Farther to the N. is *Derrible Bay*, with the **Creux Derrible*, a natural shaft or funnel in the cliff, nearly 180 ft. high, the bottom of which may be entered at low water. — The *Seigneurie*, or manor of the 'Lord of Sark', is reached by the road running N. from the W. end of the avenue of elms (see above). The well-kept grounds are open to the public on Mon. only (11-5); the house occupies the site of a church founded by St. Maglorius in the 6th century. On the N.W. coast of the island are the interesting *Boutiques Caverns*, probably once used by smugglers, and a picturesque group of detached rocks called *Les Autelets*.

Jersey.

From Guernsey to Jersey. The railway steamers (p. 91) take about 1½ hr. from St. Peter Port to (31 M.) St. Helier. Fares 5*s.*, 3*s.* 6*d.*; return 7*s.* 6*d.*, 5*s.* By Plymouth steamers (p. 91), fares 3*s.*, 2*s.* 6*d.*, 2*s.*; return 5*s.*, 4*s.*, 3*s.*

Jersey ('grass isle'), the largest and most important of the Channel Islands, lies 18 M. to the S.E. of Guernsey and 16 M. from the French coast. It is 10 M. long from E. to W. and 5-6 M. wide from N. to S. The land is high on the N. side, and slopes down to the S. and E. The N. coast consists of a lofty and picturesque wall of cliff, penetrated by numerous small inlets, while the other coasts expand in large and open bays, with fine sandy beaches. The interior, which is intersected by several streams, is picturesque also, especially the small valleys and the old roads, almost concealed by hedge-rows and trees. In 1901 the island contained 52,796 inhab., who carry on an active trade with England, France, Canada, and Newfoundland. Large quantities of early potatoes (ca. 500,000 *l.*), pears, and apples are annually exported, principally to Covent Garden. Among the vegetable curiosities is the 'Cow Cabbage', which grows to a height of 8-10 ft. and is made into walking-sticks.

St. Helier. — **Hotels.** *Grand, R. from 5*s.*, D. 5*s.*, pens. from 10*s.* 6*d.*, with swimming and Turkish baths, on the Esplanade; Royal Hotel, David Place, at some distance from the harbour, pens. 8*s.* 6*d.*-12*s.*, R. from 3*s.*, D. 3*s.* 6*d.*; Royal Yacht Club, near the pier, R. from 3*s.*, D. 5*s.*, pens. from 8*s.* 6*d.*; British, Broad St., R. 3*s.* 6*d.*, D. 4*s.*, Halkett, Halkett Place, R. or D. 3*s.*, pens. 8*s.* 6*d.*; Southampton, Tytherleigh's, both on the Esplanade; Star, near the Pier, pens. 6*s.* 6*d.*, unpretending; Temperance Hotel, 31 Broad St., R. & B. 3*s.* 6*d.*, pens. 6*s.* 6*d.* — Somerville, at St. Aubin's, see p. 100. — French Houses: Pomme d'Or, Wharf St., pens. from 8*s.*; Hôtel de l'Europe, Mulcaster St., 10 fr.; Continental, Hill St., 7½-10 fr.; Palais-de-Cristal, King St., 7½ fr.; Boule d'Or, Conway St., from 6½ fr. — *Boarding Houses* and *Lodgings* numerous, but often full in the season. — **Restaurants** at most of the hotels.

Theatre, Gloucester St., adm. 6*d.*-3*s.* — **Pavilion**, near the Grand Hotel and the Public Parks, concerts several evenings weekly. — *Band* on the pier and in the People's Park, each once a week in summer.

Post Office, 81 Halkett Place. — **Baths.** *Victoria Baths*, St. Luke's; at the *Grand Hotel*, see above; *Bryant*, 23 Bath St.

Steamers ply in summer to *Granville* on Tues. & Sat. (fares 8*s.*, 5*s.*, return 12*s.*, 7*s.* 6*d.*), to *St. Malo* on Mon., Wed., & Frid. (fares 8*s.* 10*d.*, 5*s.* 10*d.*, return 13*s.* 8*d.*, 9*s.* 2*d.*), to *St. Brieuc* (8*s.*, 5*s.*, return 12*s.*, 8*s.*) once weekly. — To *Guernsey* daily, comp. p. 91. — The Southampton steamers start from the Victoria Pier, the farthest from the town, the Weymouth steamers from the New North Pier. — From Gorey Pier (p. 99) a steamer plies daily in summer to *Carteret* in France in 80 min. (return-tickets, valid on day of issue or from Sat. to Mon., 10 fr., 6¼ fr.).

Cabs. For the first mile 1*s.*, each additional mile or fraction 6*d.*; from the harbour to the town 1*s.* 6*d.*; per hour 2*s.* 6*d.*, each addit. ½ hr. 1*s.* — *Omnibus* from the harbour to the town 6*d.*

Excursion Cars, see p. 91. — *Carriages*, 20-25*s.* per day. — *Cycling*, see p. 91.

American Consular Agent, *E. B. Renouf*, 15 Royal Square.

St. Helier, the capital of Jersey, is picturesquely situated on the beautiful *Bay of St. Aubin*, on the S. of the island. It is a well-built and flourishing town with about 30,000 inhab. and combines the character of a busy seaport with that of a popular watering-place. It is a favourite residence for retired officers of the army and navy and it contains many schools, the chief of which is *Victoria College*, a handsome building on the E. side of the town (1852).

The harbour is enclosed by substantial piers, but is dry at low

water. To the N. is the *Town Church*, a Gothic edifice of the 14th cent. (restored). Opposite the E. end is *Royal Square*, the former market-place, with a curious gilt statue of George II. The square was the scene of the death of Major Pierson at the Battle of Jersey in 1781, when an attempt by the French to seize the town was successfully repulsed. On the S.E. side of the square is a block of buildings containing the *Cohue Royale* or court-house, the *Salle des Etats*, or parliament-house, and the *Public Library* (17,000 vols.). The two former are shown by an usher (small fee); in the Cohue Royale is a copy of Copley's 'Death of Major Pierson' (see above), and a portrait of Gen. Conway, by Gainsborough. Broad St., leading to the W. from Royal Square, contains an obelisk in memory of *Pierre Le Sueur* (1811-1853), five times mayor of St. Helier, and is continued by York St., with the *Hôtel de Ville* (containing a small picture-gallery), to the *Parade*, an open space planted with trees and embellished with a monument to *Gen. Don*, a former governor. Farther to the W. is the *People's Park*, above which rises the *West Mount*. — The *Museum* of the Société Jersiaise, in Pier Road, is open free on Wed., 2.30-5 p.m. (other days 6*d*.).

On a ridge to the E. of the harbour rises *Fort Regent* (no adm.), a strong and massive modern fortress, erected at a cost of nearly 1,000,000*l*. In size, and as a defence, this stronghold eclipses the picturesque old *Elizabeth Castle*, situated on a rock in the middle of the harbour (permit at the Governor's Office, 8, Stopford Road). On an adjoining rock are the ruins of a very ancient structure, which tradition names the *Hermitage* of St. Helier or Elericus (p. 92).

The excursions from St. Helier may be grouped into the following four sections, which comprise all the most interesting parts of the island. They may be made by excursion-cars (p. 91), or partly by rail (see below) and partly on foot. The pedestrian, however, may perform the circuit of the island without returning at night to St. Helier, as there are fair inns at many points (comp. pp. 100, 101).

1. From St. Helier to Gorey and E. Jersey. Eastern Railway to Gorey Pier in 25 min. (fares 9*d*., 7*d*.), skirting the flat coast and affording a view of the wide *Grouville Bay* with Fort Henry in the centre. At (3 min.) *St. Luke's* is the *Maison Victor Hugo*, occupied by the poet in 1852-5 before he settled in Guernsey (p. 94). 5 min. *Samarès;* 9 min. *Le Hocq*. 11 min. *Pontac* (Old Pontac Hotel) is the station for the village of *St. Clement*, with an old church containing some curious frescoes. 14 min. *La Rocque* is the chief fishing-station in the island. 19 min. *Grouville* (Wimbledon). near *Gorey Common*, on which are a golf-course, rifle-range, and race-course. 22 min. *Gorey Village*. — 25 min. *Gorey Pier* (British Hotel, pens. from 7*s*.; Elfine Hotel) lies at the foot of a lofty headland crowned with **Mont Orgueil Castle*, an imposing and picturesque ruin, part of which is said to date from the Roman period. The *Chapel of St. George*, with short thick piers and colonettes, is interesting. Charles II. resided

here for some time during his exile, and for three years (1637-40) it was the prison of William Prynne, the pamphleteer, who wrote a poem on the castle. On a clear day the spires of Coutances Cathedral can be seen from the battlements. Steamer to *Carteret*, p. 98; frequent steamers also to *Port Bail*.

Beyond Gorey we proceed on foot along the coast to the N. Beyond *Anne Port* and *St. Catharine's Harbour* is (1 hr. from Gorey) the breakwater of *Pierre Mouillée*. This massive work, 800 yds. long, was constructed in 1843-55 at a cost of 250,000*l.* as the beginning of a harbour of refuge, before it was discovered that the set of the tides, etc., rendered the enterprise entirely useless. Beyond *Verclut Point* is *Flicquet Bay*, bounded on the N. by an almost detached headland called *La Coupe*. On the next headland, the *Couperon*, is a dolmen; and beyond it is the secluded little bay of (1 hr.) **Rozel* (Hotel, L. 2*s.* 6*d.*), a favourite point for picnics. From this point we may return by the road leading to the S. through the interior of the island, passing first *St. Martin's Church* (12th cent.), with an elegant tower disastrously 'restored'. Farther on is *La Hougue Bie*, or the Prince's Tower (adm. 6*d.*; rfmts.), a modern structure erected on an interesting ancient tumulus. The *View from the top is very fine, embracing the whole island, with its park-like interior and indented coasts; to the E. the coast of Normandy is visible. About 1 M. farther on is the hamlet of *Five Oaks*, beyond which we pass *St. Saviour's Church*, the *Government House*, and Victoria College (p. 98), reaching St. Helier after about 10 M. walking from Gorey.

Those who have less time to spare may proceed from Gorey direct to St. Martin's Church or to La Hougue Bie, reaching St. Helier after a walk in the former case of 6 M., in the latter of about 4½ M. The direct road from Gorey to St. Helier viâ Grouville is about 3 M.

2. From St. Helier to St. Aubin's, Corbière, and W. Jersey. The Western Railway (to Corbière, fares 1*s.*, 9*d.*) and the road skirt the edge of the broad, flat *St. Aubin's Bay*. — 1¾ M. *Millbrook;* 2 M. *Bel-Royal;* 2½ M. *Beaumont* (British Hotel, pens. from 6*s.*).

4 M. **St. Aubin's** *(*Somerville*, 8*s.* 6*d.*-10*s.* 6*d.*; *Terminus*, from 6*s.* 6*d.*; *Albion House)* is a small town with a harbour and an old castle built on a detached rock like Elizabeth Castle at St. Helier.

Beyond St. Aubin's the road leads to the W. to (1½ M.) *St. Brelade's Church*, one of the oldest churches in the Channel Islands (1111; restored), situated on the W. shore of the attractive St. Brelade's Bay (Hotel, pens. from 6*s.* 6*d.*). Adjoining the church is the *Fisherman's Chapel*, a still earlier structure. At high tide the sea washes over the churchyard. The little inlet of *Beauport*, on the W. side of the bay, contains some very picturesque rock-scenery. About 2 M. beyond the church is La Corbière (p. 101), which may be reached also by the cliffs.

To the S. of St. Aubin's are the pretty grounds of *Noirmont Manor* (admission usually granted on application at the lodge). The avenue leads to *Noirmont Point*, to the W. of which is *Portelet Bay*, with granite quarries and innumerable sea-anemones. *Janvrin Island* in this bay (accessible at low water) derives its name from a sea-captain who, with his whole crew, died here of plague in 1721, while in quarantine.

The railway runs inland from St. Aubin's (only 8 trains daily

beyond St. Aubin's), crossing the sandy plateau of *Le Quennais* (golf-links). 5½ M. *La Moye*, also with a golf-course, is the most convenient station for those desiring to explore St. Ouen's Bay, etc. (see below), on foot. The terminus of the railway is at (7½ M.) *La Corbière* (Pavilion Hotel, small, pens. 8*s.* 6*d.*), the S.W. extremity of the island, where there is a lighthouse (permit obtained at the Hôtel de Ville in St. Helier). Fantastic rocky scenery. La Corbière forms the S. headland of the wide and open *Bay of St. Ouen*, which occupies almost the whole of the W. coast. At the opposite end of the bay, 5½ M. to the N., is the *Etac*, another detached mass of rock (inn).

3. From St. Helier to Plémont. This excursion, like the following, affords a good idea of the luxuriant woods and rich pastures of the interior of the island. From *Bel-Royal* (p. 100) we follow the road ascending the beautiful *St. Peter's Valley* and join the new road from Beaumont (p. 100; an alternative route affording fine views, via *St. Peter* (St. Peter's, pens. 5-6*s.*; New Star) ca. ½ M. above St. Peter. About 6 M. from St. Helier we pass the *Manor of St. Ouen*, rebuilt in 1672 and 1890. Farther on we leave the road to the Etac (see above) on the left and the road to the Grève de Lecq (see below) on the right. — 8½ M. **Plémont Hotel,** near *Plémont Point* with its lofty cliffs (330 ft.; fine view of the other Channel Islands) containing curious caverns and fissures, which may be visited at low tide from the beautiful **Grève au Lançon* (adm. 2*d.*). A walk along the top of the cliffs to the W. of the hotel brings us to (½ hr.) *Cape Grosnez*, the N.W. point of the island, marked by a picturesque ruined arch. About 1½ M. to the E. of Plémont (road, see above) is the **Grève de Lecq* (Pooley's Pavilion Hotel; Grève de Lecq Hotel), another fine bay, with a curious cave accessible at low tide (guide necessary; awkward path). The return to (7½ M.) St. Helier may be made hence through the heart of the island, passing *St. Mary's Church* (1320), the hamlet of *Six Roads*, *St. Lawrence's Church* (1199), and Millbrook (p. 100); or the excursion may be continued along the N. coast to join the following.

4. From St. Helier to Bouley Bay and the N. Coast. The first part of the route lies to the right of the picturesque *Val des Vaux*, the birthplace of Lemprière (1750-1824). A little beyond the (3½ M.) *Church of the Trinity* (1163), a striking *View is disclosed of the bay, the azure sea, and the coast of Normandy in the background. The scenery of (4½ M.) **Bouley Bay* (hotel) is very bold, the cliffs rising at one point to a height of 250 ft. About ½ M. to the E. is Rozel (p. 100). About 1½ M. in the opposite direction is *Bonne Nuit Harbour*, behind which are the pink granite quarries of *Mont Mado*. About 2-2½ M. farther on are the curious cove of *La Houle*, *Sorel Point*, the *Les Mouriers Waterfall*, and the cavern of *Creux de Vis* or Devil's Hole (2*d.*), all well worthy of a visit. They are almost immediately followed by the *Crabbé*, a deep and narrow gorge, about 1 M. from the Grève de Lecq (see above).

14. From London to Exeter.

a. Viâ Reading, Westbury, and Taunton.

173½ M. Great Western Railway (from Paddington) in 3-5 hrs. (fares 28*s.* 6*d.*, 18*s.*, 14*s.* 3½*d.*). To *Weymouth* by this route (diverging at Castle Cary, p. 103), 151½ M. in 3²/₃-4³/₄ hrs. (fares 23*s.* 10*d.*, 15*s.*, 11*s.* 11*d.*); comp. R. 12.

From London to (36 M.) *Reading*, see R. 15. — We here diverge to the left from the main line to Didcot (Bristol). Near (41 M.) *Theale* is Bradfield College, noted for its Greek plays; 49½ M. *Thatcham*, with a golf-course. — 53 M. **Newbury** *(Jack*, R. 3*s.* 6*d.*, D. 3*s.*; *Chequers)*, with 11,061 inhab., formerly the seat of an important cloth-trade, was the scene of two battles in the Civil War (1643 and 1644), in the first of which Lord Falkland fell (monument on the battlefield). The ancient *Cloth Hall* is now a museum. Newbury is a station on the line from Southampton to Didcot (p. 85), and is connected by branch-line with *Lambourn* (Red Lion), 12 M. to the N.W. Highclere Castle (p. 85) lies 6 M. to the S.W. — 61½ M. *Hungerford* (Bear; Three Swans), on the *Kennet*, is a favourite angling-resort and hunting-centre. April 15th, called '*Tuttiday*', is celebrated with curious old-fashioned ceremonies. About 4 M. to the N.W. is *Littlecote Hall*, a good specimen of a 16th cent. manor-house (no adm.). — 70 M. *Savernake* (Savernake Forest Hotel) is also a station on the line from Southampton to Cheltenham (p. 85). *Savernake Forest* contains a splendid avenue of beeches and some gigantic oaks. — 81 M. *Patney & Chirton.*

From Patney & Chirton to Devizes and Bath, 26½ M., railway in 1-1²/₃ hr. (fares 4*s.* 6*d.*, 2*s.* 2½*d.*). 5 M. **Devizes** *(Bear; Castle)*, a busy town (6532 inhab.) with an active trade in grain. The name is derived from its Roman name, *Castrum Divisarum* or *Ad Divisas*. The old *Castle*, erected in the reign of Henry I. and destroyed in the 17th cent., has almost completely disappeared. The churches of *St. John* and *St. Mary* have vaulted Norman choirs, and the *Museum* (adm. 3*d.*) contains a fair collection of Wiltshire antiquities. The *Market Cross*, erected in 1814, bears an inscription recording the 'special judgment' that overtook a dishonest market-woman in 1753. — At (13 M.) *Holt Junction* we join the Chippenham and Westbury line, which, however, we quit again at the next station. 17 M. *Bradford-on-Avon* and thence to (26½ M.) *Bath*, see p. 121.

87 M. *Lavington.* — 91½ M. *Edington & Bratton.* Edington has a fine 14th cent. church. — To our left appears Westbury White Horse. 95½ M. **Westbury** *(Lopes Arms; Rail. Rfmt. Rooms)*, a manufacturing place of some antiquity, is the junction for Chippenham (p. 115) and for the Bath and Salisbury line (p. 121). 101 M. **Frome** (*Crown; George*, R. 3*s.* 6*d.*, D. 3*s.* 6*d.*), a thriving agricultural and woollen-manufacturing town, possesses a noble Dec. church (fee 6*d.*) splendidly restored by the Rev. W. J. E. Bennett (d. 1886), who erected also the 'Stations of the Cross' in the niches of the wall beside the steps leading to the N. portal. Bishop Ken (d. 1711) is buried in the graveyard, under the chancel-window. At the W. end of the church, outside, is the Bennett Memorial Cross. *Longleat* (p. 121) lies 3 M. to the S.E.

From Frome to Bristol, 24½ M., railway in 1-1¼ hr. (fares 4*s*., 2*s*. 6*d*., 2*s*.). 8¼ M. *Radstock* (p. 120). From (13 M.) *Hallatrow* a short branch runs to *Camerton*. Near (17½ M.) *Pensford* are the great stone circles of *Stanton Drew* (1 M. to the W.). — 24½ M. *Bristol* (Temple Meads Station), see p. 121.

106½ M. *Witham* is the junction for Wells and Yatton (p. 134). — From (112 M.) *Bruton* a visit may be paid by carriage to *Alfred's Tower* (view) and the grounds at *Stourton* (10½ M.), in which are the six sources of the *Stour*. The grounds are open on Mon., Wed., Thurs., and Sat., the house at Stourhead on Wed. in summer only. In front of the gate is the old *High Cross of Bristol*. — 115½ M. *Castle Cary*. The Weymouth trains here diverge to the left.

From Castle Cary to Weymouth, 39 M., railway in 1¼-2½ hr. (fares 6*s*. 6*d*., 4*s*., 3*s*. 3*d*.). — 5 M. *Sparkford*. About 1 M. to the S. is the pretty village of *Queen Camel* (Queen) and 2 M. to the E. is *Cadbury Castle*, an entrenched British camp, 30 acres in area, which contests with Camelford (p. 164) the honour of being the Arthurian Camelot. — 12 M. Yeovil (*Three Choughs; Mermaid; Pen Mill*, at the station, R. or D. 3*s*.), with 9838 inhab. and a fine Perp. church, is situated in a pretty and diversified district, with important kid-glove industry. Yeovil has two stations, ¾ M. apart — *Yeovil Town* and *Pen Mill*. From both trains run to (20 M.) *Durston Junction* (see below; for *Taunton*). To *Yeovil Junction* (3 M.), see p. 108.

24½ M. *Maiden Newton* is the junction for a line (9 M.) to **Bridport** (*Greyhound*, R. 2*s*. 6*d*., D. 2*s*. 6*d*.) a small seaport and bathing-resort (5710 inhab.), with a Perp. church. The line goes on to (11¼ M.) *West Bay* (hotel). Omnibuses ply daily from Bridport to (9 M.) *Lyme Regis* (p. 108) and to (12 M.) *Crewkerne* (p. 108) viâ (6 M.) *Beaminster* (White Hart, R. 2*s*., D. 3*s*.), an ancient town on the *Brit*, with a 15th cent. church. Near Beaminster is *Parnham House*, built in the reign of Henry VIII., containing several interesting portraits. — 32 M. *Dorchester* and thence to (39 M.) *Weymouth*, see p. 90.

Beyond Castle Cary the Exeter expresses proceed viâ (120 M.) *Keinton Mandeville*, birthplace of Sir Henry Irving (1838-1905), (122½ M.) *Charlton Mackrell*, (130 M.) *Langport*, and (135 M.) *Athelney*, the reputed scene of King Alfred's legendary adventure with the cakes. — At (137½ M.) *Durston Junction* we join the line from Bristol to Exeter. — 143 M. *Taunton* and thence to (173½ M.) *Exeter* (St. David's Station), see pp. 136, 137.

b. Viâ Basingstoke and Salisbury.

171½ M. London & South Western Railway (from Waterloo) in 3¼-6¼ hrs. (fares 28*s*. 6*d*., 18*s*., 14*s*. 3½*d*.). From London to *Salisbury* (83½ M.) in 1½-4½ hrs. (fares 14*s*., 8*s*. 9*d*., 6*s*. 11½*d*.); from Salisbury to *Exeter* (88 M.) in 1¾-3½ hrs. (fares 14*s*. 6*d*., 9*s*. 2*d*., 7*s*. 3½*d*.).

From London to (48 M.) *Basingstoke*, see R. 11. — About 3 M. farther on, the Winchester line diverges to the left. At (59 M.) *Whitchurch* (White Hart, R. 3*s*., D. 3*s*. 6*d*.; Plough) we cross the G.W. line from Southampton to Didcot (p. 85). At *Laverstoke*, 2 M. to the E., is the paper manufactory of the Bank of England. — 61 M. *Hurstbourne* is the station for *Hurstbourne Park*, the seat of the Earl of Portsmouth, surrounded by a picturesque park. Branch to Fullerton Junction (Southampton), see p. 85.

66 M. **Andover Junction** *(Refl. Rfmt. Rooms)* lies ¾ M. from

Andover (p. 85). We here intersect the railway from Southampton to Cheltenham (comp. p. 85). — Near (72½ M.) *Grately* rises **Quarley Hill*, crowned with an ancient and extensive entrenchment, and commanding a fine view.

From Grately a branch-line diverges for (3½ M.) *Newton Tony*, (7 M.) *Amesbury* (p. 106), and (8½ M.) *Bulford*, at the camp on Salisbury Plain (p. 107). Amesbury station lies ¾ M. to the N.E. of the village and within 3 M. of Stonehenge (p. 107; conveyance 1*s.* per head).

A little beyond (78 M.) *Porton* (right) is seen the fortified hill of *Old Sarum* (comp. p. 106).

83½ M. **Salisbury.** — White Hart (Pl. a; C, 4), St. John's St., R. from 4*s.*, B. 2 3*s.*, D. 4*s.* 6*d.*, variously judged; Red Lion (Pl. b; C, 3), Milford St., R. 3*s.* 6*d.*, D. from 2*s.* 6*d.*; County Hotel (Pl. c; B, 3), Bridge St., R. from 4*s.*, D. 5*s.*; Angel (Pl. d; A, 2), near the station, R. 4*s.*; Crown (Pl. e; B, 3), High St., R. from 3*s.*, pens. from 7*s.* 6*d.*, well spoken of. — Old George (Pl. f; B, 3), High St., highly spoken of, in a building claiming to date from 1401, Cathedral (Pl. g; C, 3), Milford St., two private hotels. — *Rail. Rfmt. Rooms.*

Excursion Coach weekly in summer viâ Old Sarum to *Amesbury* (Stonehenge) and thence viâ the Avon Valley to *Wilton* and back to Salisbury.

Salisbury, the county-town of Wiltshire, with (1908) 21,800 inhab., is pleasantly situated at the confluence of the three small rivers *Wiley*, *Avon*, and *Bourne*. It owes its existence to the transference of the episcopal see from Old Sarum to this site (1220), and has had a peaceful and comparatively uneventful history.

The lofty spire of the cathedral dominates all views of the town. We may enter the cathedral-precincts by *St. Anne's Gate* (Pl. C, 4), near the White Hart Hotel, or by the *High Street Gate* at the end of High St. (Pl. B, 4). The figure of a Stuart King on the inner side of this archway was replaced in 1903 by a statue of Edward VII. The beautiful **Close* consists of a large expanse of velvety sward, shaded by lofty trees and affording an unimpeded view of the most graceful and symmetrical of English cathedrals. The old *Campanile*, pulled down by Wyatt (see p. 105), stood about 70 yds. to the N. of the nave. Another old archway (*Harnham Gate*; Pl. B, 6) is still standing at the S.W. corner of the Close.

Salisbury Cathedral (Pl. B, 5), a splendid example of pure Early English, enjoyed the rare advantage of having been begun and finished (with the exception of the final story of the tower and the spire) within a period of forty years (1220-60), and is remarkable for the uniformity, harmony, and perspicuity of its construction. Mr. Fergusson has well pointed out that there is scarcely a trace of foreign influence in the building, the square E. end in particular taking the place of the apse of the Norman churches and fixing the future character of English choirs; and he adds that it is 'one of the best proportioned and, at the same time, most poetic designs of the Middle Ages' ('History of Architecture', Vol. II).

The various parts of the building all unite to lead the eye to the central point, the richly-adorned **Spire* (1350), which is the loftiest in England (404 ft.). The ground-plan of the cathedral

SALISBURY CATHEDRAL.

Monuments:

1. *Herman*
2. *Old Bishop*
3. " "
4. *Robt Lord Hungerford*
5. *Will. Longespée, the 1st.*
6. *Sir John Cheyney*
7. *Sir John de Montacute*
8. *Will. Longespée, the 2nd*
9. *Boy Bishop*
10. *Bishop Mitford*
11. " *Bridport*
12. " *Wyville*
13. *Audley's Chantry*
14. *Hungerford*
15. *Sir Thom. Gorges*

Lady Chapel
Reredos
Vestry
N. E. Transept
S. E. Transept
CHOIR
Screen
Chapter House
N.W. Transept
S.W. Transept
Cloisters
N Porch
NAVE
Cloisters

is cruciform, with two sets of transepts. The sculptures on the W. front are modern; the niches were not all originally filled with statues. The chief dimensions of the cathedral are: length 473 ft., breadth across the W. transepts 230 ft., breadth of nave and aisles 99½ ft., height of nave 81 ft. The usual entrance is by the *N. Porch*, open 9-6 in summer, 9.30-4 in winter; daily services at 7.30 a.m., 10 a.m., and 3 p.m. (4 p.m. in winter).

The *Interior is finely proportioned and impressive, but produces a somewhat cold and bare effect, due in part to the want of stained glass and in part to the ruthless manner in which *Wyatt* swept away screens, monuments, and chapels in his 'restoration' at the close of last century. The restoration carried out more recently by *Sir G. G. Scott* was fortunately characterized by a more modest and judicious spirit. The columns throughout are adorned with slender shafts of Purbeck marble. It is popularly said that the cathedral contains as many pillars, windows, and doorways respectively, as the year contains hours, days, and months. The NAVE, consisting of ten bays, is somewhat narrow in proportion to its height. It contains several monuments, few, however, left in their original positions. Among the most interesting are the following (beginning at the W. end of the S. aisle and returning by the N. aisle): *Bishop Herman* (? 11th cent.), believed to be the oldest monument in the church; tombstones of two other *Bishops of Old Sarum* (see p. 104; 11-12th cent.); *Robert, Lord Hungerford* (d. 1459), with effigy in alabaster; tomb attributed to *Lord Stourton* (d. 1556), but of much earlier date (perhaps part of the shrine of St. Osmund, see below), with three apertures on each side, supposed to represent the six sources of the Stour (comp. p. 103); *William Longespée* (d. 1226), first Earl of Salisbury, son of Henry II. and Fair Rosamond, one of the founders of the cathedral, with effigy in marble; **Sir John Cheyney* (d. 1509; N. aisle), the standard-bearer of Henry VII. at Bosworth, with a fine alabaster effigy; *Sir John de Muntacute* (d. 1389); **William Longespée*, 2nd Earl of Salisbury, killed in the Holy Land in 1250; tomb described (without authority) as that of a '*Boy Bishop*', *i.e.* a choir-boy elected as bishop, according to an old custom, on St. Nicholas Day (6th Dec.) and bearing the title till Holy Innocents' Day (28th Dec.). The modern *Pulpit* is by Sir G. G. Scott. The *Stained Glass in the W. window is from Dijon. — In the N. W. TRANSEPT are three monuments by *Flaxman* and a bust of *Richard Jefferies* (1848-87), author of the 'Gamekeeper at Home'.

The CHOIR (adm. 6*d.*) is separated from the nave by a modern metal screen by *Skidmore*. The vaulting has been coloured in accordance with the index afforded by a few traces of the original decorations. The stalls are a combination of work of various dates, including perhaps some of the original work; the pulpit and reredos are modern. On the N. side of the choir is the fine Perpendicular *Chantry of Bishop Audley* (1520), and on the S. the *Hungerford Chantry* (removed from the N. side of the nave), a good example of 15th cent. iron-work (1430). — The E. extremity of the cathedral is occupied by the *LADY CHAPEL, with five lancets filled with modern stained glass. Adjacent, at the E. end of the N. choir-aisle, is the monument of *Sir Thomas Gorges* (d. 1610) and his wife (d. 1635), the builders of Longford Castle (p. 107). Opposite, at the E. end of the S. choir-aisle is a monument to the *Earl of Hertford* (d. 1621) and his wife. Between this and the Lady Chapel is a slab commemorating *St. Osmund* (d. 1099), whose shrine stood in the Lady Chapel. — The N. E. TRANSEPT contains the interesting and curious brass of *Bishop Wyville* (d. 1375). From the S.E. TRANSEPT, containing the *Chantry* of *Bp. Bridport* (d. 1262), a door leads to the VESTRY and MUNIMENT ROOM.

We enter the beautiful *CLOISTERS, with their smooth green sward and two old cedars, from the S. W. Transept. They are of somewhat later date than the body of the cathedral and are in excellent preservation. Over the E walk is the LIBRARY, containing interesting MSS. (9-16th cent.)

and rare books. — On the E. side of the Cloisters is the *Chapter House, an octagonal building of the end of the 13th cent. (52 ft. high). It is adorned with quaint carvings, but those on the *Doorway by which it is entered are finer.

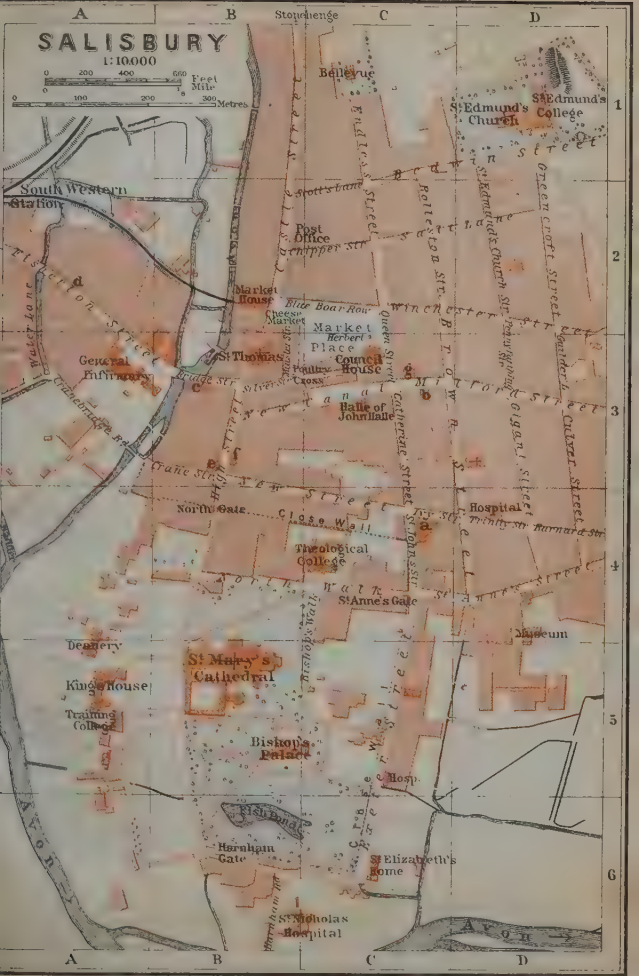
Fine view from the battlements of the Tower, 212 ft. above the ground (entr. from the Great Transept). The W. piers of the tower have settled a little, and the apex of the spire is 2 ft. out of the perpendicular.

Opposite the W. front of the cathedral is the *Deanery* (Pl. A, 4, 5), to the S. of which is the so-called '*King's House*' (Pl. A, 5), an interesting mansion of the 14-15th cent. with a projecting porch, now used as a training-college for school-mistresses. To the N. of the Deanery is another dwelling of the 15th cent. called '*The Wardrobe*'. — A gate at the S. E. angle of the cathedral close leads into the lovely grounds of the **Bishop's Palace* (Pl. B, 5), an irregular building of various dates.

Among the most interesting secular buildings is the *Halle of John Halle* (Pl. C, 3), with a fine timber front, in the Canal, built as a dwelling by a rich wool-merchant in 1470, restored in 1834, and now used as a shop. Not far off is the late-Gothic *Poultry Cross* (Pl. B, 3), also restored, near which is *St. Thomas's Church*, with ancient frescoes and a wooden ceiling. — In the market-place (Pl. C, 2, 3) are statues of *Lord Herbert of Lea* (Sidney Herbert; 1810-61), M. P. for S. Wilts, and of *Prof. Fawcett* (1833-84), a native of Salisbury. — In St. John's St., below the White Hart, is the old *King's Arms*, the secret rendezvous of the Royalists after the battle of Worcester. In St. Anne's St. is the *Salisbury and South Wilts Museum* (Pl. D, 4; open free daily, Mon. 6-9, other days 10-5, in winter 10-4), containing geological, ornithological, and antiquarian collections. Attached to it is the *Blackmore Museum*, with a collection of flint implements said to be surpassed in England only by that in the British Museum.

Philip Massinger, the dramatist (d. 1640), *Joseph Addison* (d. 1719), and *Henry Fielding*, the novelist (d. 1754), all resided at Salisbury. The 'Vicar of Wakefield', by *Oliver Goldsmith* (d. 1774), issued from the press here.

Environs. The interesting excursion to *Stonehenge*, lying 10 M. to the N., in the midst of *Salisbury Plain*, an undulating tract with numerous barrows and tumuli, may be made by railway to Amesbury station (p. 101) or, preferable, by road (carriage there and back, with one horse 13-15*s*., with two horses 21*s*., and fee; excursion-brakes occasionally in summer, fare 5*s*.). The road usually selected leads by (1½ M.) *Old Sarum* (now being excavated), the largest entrenched camp in the kingdom, once the site of a Roman fort (*Sorbiodunum*), and afterwards of a Saxon town. It stands on a high mound affording an admirable view of Salisbury. The cathedral, removed to Salisbury in 1258, originally stood here; its site may be traced. The 'Ordinal of Offices for the Use of Sarum' became the ritual of all S. England. At the neighbouring village of *Stratford* is a house once inhabited by the elder Pitt, who was first returned to parliament in 1735 as member for the rotten borough of Old Sarum. 8 M. **Amesbury** (*George*), prettily situated in a slight depression on the Avon. In the neighbourhood are the picturesque seat of *Amesbury Abbey*, so named from a former religious house, and *Vespasian's Camp*, of British origin, but afterwards turned to account by the Romans. The old abbey-church deserves a visit. Gay wrote the 'Beggar's Opera' at Amesbury Abbey, when on a visit to the Duke and Duchess of Queensberry. —



Wagner & Debes' Geogr. Estabt Leipzig

About 1½ M. to the W. lies *Stonehenge (called by the Saxons *Stanhengest*, *i. e.* 'hanging stones'; formerly *Choir Gaur* or *Cŵr Gawr*, Giant's circle or temple), the most imposing megalolithic monument in Britain, now surrounded by a barbed wire fence (adm. *1s.*). When complete it seems to have consisted of two concentric circles enclosing two ellipses. Of the outer circle, about 100 ft. in diameter, 16 stones are still standing, and 5 of the huge flat cap-stones remain in position. The inner circle, about 9 ft. distant, was formed of smaller and more irregular blocks. Within this again is a horseshoe ellipse, open on the N.E., originally formed of five 'trilithons' or groups of two upright and one transverse block, of which only two are now perfect. The largest had uprights 22½ ft. in height and a transverse slab 3½ ft. thick. One of the uprights lies broken on the '*Altar Stone*'. The innermost ellipse consists of smaller stones, like the inner circle, and also like that circle probably had no cap-stones. The larger circle and ellipse are formed of 'Sarsen' sandstone; the others (perhaps earlier in date) are of 'blue stones', a kind of granite. The sacred road leading to the circles can be traced by its banks of earth. The isolated stone at some distance from the rest is known as the 'Friar's Heel'. The origin and purpose of Stonehenge are still unknown (comp. p. lxvi). 'It has been attributed', says *Chambers's Encyclopaedia*, 'to the Phœnicians, the Belgae, the Druids, the Saxons, and the Danes. It has been called a temple of the sun, and of serpent-worship, a shrine of Buddha, a planetarium, a gigantic gallows on which defeated British leaders were solemnly hung in honour of Woden, a Gilgal where the national army met and leaders were buried, and a calendar in stone for the measurement of the solar year.' Now it is most generally classed as a sepulchral stone-circle, perhaps exceptionally developed under some religious influence, and is usually connected with the 'round barrows' or bowl-shaped burial tumuli of the 3rd cent. B.C. which lie around it in hundreds. — We may return to Salisbury through the valley of the *Avon*, passing *Lake House*, a fine Jacobean mansion, (2½ M.) *Great Durnford*, near the British camp of *Ogbury Hill*, (2½ M.) *Heale House*, where Charles II. spent some days after the Battle of Worcester (1651), and *Stratford* (p. 106). At the hamlet of *Lake* wool spinning has recently been introduced as a domestic industry. The wool, spun by the women in the cottages, is woven in the village-room (interesting to visitors).

A large portion of Salisbury Plain to the N. of Amesbury, occupying an irregular area about 12 M. in length from E. to W., and 6 M. from N. to S., was purchased in 1900 by government to be used for military purposes. Summer camps, with accommodation for 60,000 or 70,000 men, extend on both sides of the Avon, and permanent garrisons are stationed at *Bulford* (p. 101) and *Tidworth* (p. 85). The headquarters of the Southern Command of the British home army are fixed here.

Wilton *(Pembroke Arms)*, a small town with 2203 inhab. and important carpet-manufactories, 3 M. to the W. of Salisbury, possesses a handsome modern **Church*, in the Lombard style, elaborately embellished with marble. — Near the town stands **Wilton House** (shown on Wed., 10-4; fee *1s.*), the seat of the Earl of Pembroke, famed for its valuable Greek and Roman sculptures, and its collection of pictures by Van Dyck, Lucas van Leyden, Mantegna, Rembrandt, Poussin, Reynolds, and other masters. The vaulted ceiling of the drawing-room is adorned with paintings of scenes from Sir Philip Sidney's 'Arcadia', which was written here. The fine grounds are not open to the public. The *Italian Garden* contains a pavilion designed by Holbein. — The road to Wilton passes (1½ M.) *Bemerton*, where George Herbert was rector from 1630 to his death in 1633.

***Longford Castle** (Earl of Radnor) lies on the *Avon*, 3½ M. to the S.E. of Salisbury. It was built in 1591 (comp. p. 105) and afterwards much enlarged. The *Collection of pictures (admission on application) is fine (*Holbein*, Portrait of Erasmus), and there is also an exquisite specimen of metal-work in the shape of a steel chair presented by the town of Augsburg to Emp. Rudolf II. in 1574.

From Salisbury to *Bath*, see p. 121; to *West Moors*, see p. 87.

86 M. *Wilton*, see p. 107; the church is visible to the left. — 92 M. *Dinton* (Wyndham Arms), the birthplace of the first Lord Clarendon (1609-74). About 2 M. to the S.W. of (96 M.) *Tisbury* (Benett Arms) is *Wardour Castle*, the seat of Lord Arundell, with a fine collection of paintings and antiquities (daily, 11-4). — 101½ M. *Semley*, the station for Hindon and Shaftesbury.

Near *Hindon*, a small town 3 M. to the N., is *Fonthill Abbey*, where Beckford (1759-1841), author of 'Vathek', lived in complete seclusion; the princely mansion he erected has given place to a less pretentious structure. — Shaftesbury (*Grosvenor Arms*), with 2027 inhab., is situated on a hill 2½ M. to the S. (omn. 1*s.*) and is said to be one of the oldest towns in England. A nunnery was founded here by King Alfred in 880. In the neighbourhood is *St. Giles's*, the seat of the Earl of Shaftesbury.

From (105 M.) *Gillingham* (Royal, R. 2*s.*, D. 2*s.* 6*d.*), with large bacon-curing factories, an omnibus plies to *Mere* (Talbot), 4 M. from *Stourton* (p. 103). Tunnel. — 112 M. *Templecombe Junction* (Royal Hotel; Rail. Rfmt. Rooms), where lines diverge for *Bath* and *Wells* (see p. 121) and for *Burnham* (p. 135) on the N.W., and for *Wimborne* (p. 88), *Broadstone* (p. 88), and *Bournemouth* (p. 88) on the S. — 118 M. **Sherborne** (**Digby*, R. from 4*s.*, D. 5*s.*; *Antelope*, pens. 10*s.* 6*d.*), with 5753 inhab., pleasantly situated on the *Yeo*, is a hunting-centre (Blackmore Vale). In the 8th cent. it became the seat of a bishopric, transferred to Old Sarum in 1078.

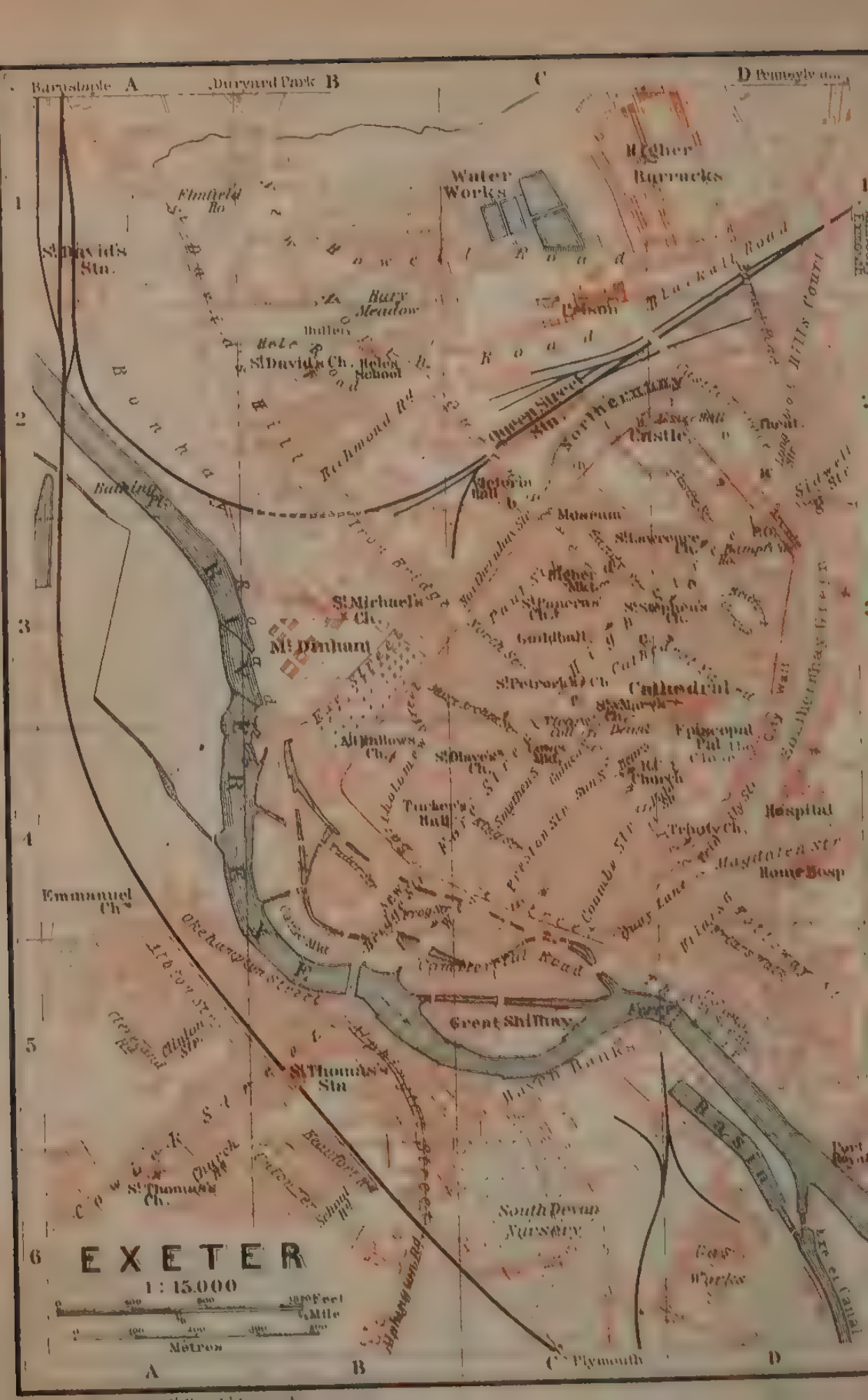
The old **Minster* (restored) is a fine Norman structure, afterwards converted into the Perp. style. The vaulting and the choir are specially noteworthy. The *Grammar School* dates from about 1550. *Sherborne Castle*, part of which was built by Sir Walter Raleigh, is situated in a beautiful park, open to the public. Near it are the remains of the old castle (12th cent.).

123 M. **Yeovil Junction** (*Rail. Rfmt. Rooms*), for (3 M.) *Yeovil* (Town Station) see p. 103. — 125 M. *Sutton Bingham*; 131½ M. *Crewkerne* (George, R. from 3*s.* 6*d.*, D. 2*s.* 6*d.*-5*s.*), with a grammar-school and a Perp. church (15th cent.) with a fine W. front. Omnibus to *Beaminster* and *Bridport*, see p. 103. — Just short of (139½ M.) *Chard Junction*, whence a branch runs to (3 M.) *Chard* (George, R. 4*s.*; Victoria), we see to the left **Ford Abbey*, a Cistercian foundation of the 12th cent., now a private mansion.

From Chard a branch of the G. W. R. runs viâ *Ilminster* (George), with a Perp. church containing brasses to the founders of Wadham College at Oxford, to (15 M.) *Taunton* (p. 133).

144½ M. *Axminster* (George; Golden Lion; Sampson's Temperance), formerly noted for its carpets. The first Duke of Marlborough (1650-1722) was born at *Ashe* (now a farm), 2 M. from Axminster.

Branch-line (5 M. in 20 min.) to **Lyme Regis** (*Alexandra*, R. from 2*s.* 6*d.*, D. 5*s.*; *Cups; Lion; Victoria*), a picturesquely-situated seaport and bathing-place (2095 inhab.), where the Duke of Monmouth landed in 1685. The blue lias rocks of the neighbourhood abound in fossils. The **Dowlands Landslip* (6*d.*) lies 3 M. to the W. of Lyme. — A coach (fare 2*s.* 6*d.*) plies daily to and from (9 M.) Bridport (p. 103) viâ (1½ M.) the pretty village of *Charmouth* (Coach & Horses, R. 2*s.*, D. 3*s.* 6*d.*; George), visited for sea bathing (coach daily in 1¼ hr. from Axminster station). *Whitchurch Canonicorum*, 3 M. to the N.E. of Charmouth, has an interesting church (Norman to Perp.).



Barnstaple
Duryard Park
Pennsylvania
Water Works
Higher Barracks
Elmfield Ho
St. David's Sta.
Bury Meadow
Bullers
Hele Road
St. David's Ch.
Heles School
Richmond Rd
Blackall Road
Queen Street Sta.
Northernhay
Castle
Victoria Hall
Museum
St. Lawrence Ch.
Higher Mkt.
St. Michael's Ch.
Mt. Dinham
Guildhall
St. Petrock's Ch.
Cathedral
Episcopal Pal
Hospital
Home Hosp
Turker's Hall
Trinity Ch.
Emmanuel Ch.
Okehampton Street
Great Shilhay
St. Thomas's Sta
St. Thomas's Ch.
South Devon Nursery
Gas Works
Basin
Plymouth
EXETER
1 : 15,000
Feet
Mile
Metres

148 M. *Seaton Junction* (Rail. Rfmt. Rooms), where carriages are changed for *Colyton* (Globe) and the small watering-place of (4 M.) *Seaton* (Beach; Clarence, R. 4*s*., D. 3*s*. 6*d*., pens. in winter 2½ guineas per week; Pole Arms, R. or D. 3*s*. 6*d*.), with golf-links. *Beer*, 1½ M. from Seaton, is another quaint seaside resort. — Tunnel (1 M. in length). — 155 M. *Honiton* (Dolphin, R. from 4*s*., D. 3*s*.; Angel), with an old church. 'Honiton' lace, first introduced by Dutch refugees, is now chiefly made at the neighbouring villages. — 159 M. *Sidmouth Junction*.

Branch-line to Exmouth *(Sidmouth)*, 16 M., in 44-50 min. (fares 1*s*. 8*d*., 11*d*., 8*d*.). — 3 M. **Ottery St. Mary** (*King's Arms; London*, well spoken of), birthplace of S. T. Coleridge (1772-1834), has a fine church (a reduced copy of Exeter Cathedral, with the only other pair of transeptal towers in England; see p. 110). Ottery is the 'Clavering' and Exeter the 'Chatteris' of Thackeray's 'Pendennis'. — From (5 M.) *Tipton St. John's* a branch runs to (8½ M.) *Sidmouth* (Victoria, R. 4*s*. 6*d*., D. 5*s*.; Knowle, R. from 5*s*., D. 3*s*., in large well-wooded grounds; Fortfield; Bedford, R. 3-6*s*., D. 4*s*. 6*d*.; York), a favourite watering-place, with a good bath-establishment (Nauheim treatment, etc.), golf-links, and a fine old Gothic church. — Beyond Tipton our line goes on viâ (9½ M.) *East Budleigh*, near *Hayes Barton*, the mansion in which Sir W. Raleigh (1552-1618) was born, to (11½ M.) *Budleigh Salterton* (Rolle Arms), a charming little watering-place, with good golf-links. — 16 M. *Exmouth* (p. 149).

163 M. *Whimple*. — 167 M. *Broad Clyst*. — 168½ M. *Pinhoe*.

171½ M. **Exeter.** — **Railway Stations.** 1. *Queen Street Station* (Pl. C, 2), near the centre of the town, for the L. & S.W. Railway; 2. *St. David's Station* (Pl. A, 1), to the N.W., near the river, for the G. W. Railway, and used also by the W. going trains of the L. & S. W. Railway; 3 *St. Thomas's Station* (Pl. B, 5), a second station of the G.W.R. — Hotel-omnibuses meet the trains.

Hotels. *New London (Pl. a; D, 2), High St., R. from 4*s*. 6*d*., D. 5*s*.; *Rougemont (Pl. b; C, 2), close to the Queen St. Station, R. 4*s*. 6*d*., D. 5*s*.; Clarence (Pl. c; C, D, 3), quietly situated in the Cathedral Yard, R. 4*s*. 6*d*., D. 5*s*.; Queen's (Pl. d; C, 3), Queen St., R. & B. 5*s*. 6*d*.; Half Moon (Pl. e; D, 3), High Street; Globe (Pl. f; C, 3), Cathedral Yard, R. 3*s*., D. 2*s*. 6*d*.; Bude (Pl. g; D, 2), unpretending, R. 3*s*., D. 3*s*. — *Rail. Rfmt. Rooms.*

Electric Tramways pass all three railway-stations and connect the centre of the city with the main suburbs and with Heavitree. — **Motor Car** from Queen St. Station to (23¼ hrs., fare 2*s*. 6*d*.) *Chagford* (p. 131) twice daily. — **Cabs.** Drive within the town 1*s*.; to Heavitree 1*s*. 6*d*.; to Mt. Radford 1*s*. 6*d*.; beyond the municipal boundaries 1*s*. per mile.

Post Office (Pl. D, 3), High St. — *Theatre* (Pl. D, 2), Longbrook St. *Hippodrome*, London Inn Square.

Golf Links (9 holes) on Pennsylvania Hill. — **Boats** on the Canal, 6*d*. per hour; also motor-boats.

Exeter, the capital of Devonshire and one of the chief places in the W. of England, an ancient town with (1908) 48,200 inhab., is pleasantly situated on hilly ground on the left bank of the *Exe* and forms a good starting-point for exploring the beautiful scenery of S. Devonshire.

The origin of Exeter is very ancient. The Romans Latinized the name of the British town of *Caerwise* into *Isca*, while the modern form is derived from the Anglo-Saxon *Exancester*. It is the one English city in which it is certain that human habitation has never ceased from the Roman period to the present day, and it is the one city that did not

fall into the hands of the Anglo-Saxons before their conversion to Christianity. It was repeatedly besieged during the various civil contests that have raged in England, and was the scene of many interesting historical events. William of Orange remained several days at Exeter after his landing at Torbay, and was joined here by many men of rank. The episcopal see has existed here since 1050, when it was transferred from Crediton. Comp. *Freeman's* 'Exeter' ('Historic Towns Series'; 1887).

Exeter carries on a considerable foreign trade, and vessels of 150 tons can ascend to the town by means of a canal begun in 1563, the earliest lock-canal in England. The chief industrial products are art-pottery, church furniture, stained glass, soap, paper, flour, and agricultural machinery, and the city is the principal market for 'Honiton lace' (see p. 109).

From the station Queen St. leads to the S.E. towards High St. (the Roman Icknield) and the centre of the city. In it, to the left, is the Royal Albert Memorial (Pl. C, 3), a series of buildings including the *University College*, a *School of Art*, *Training College*, *Library*, *Picture Gallery*, and *Museum*. The latter (open 10 till dusk) contains a natural history collection, Devonshire antiquities, etc.

On the left, close to the station, is the W. entrance to the *Northernhay* (Pl. C, D, 2), a public park shaded with fine elms (views), occupying part of the hill above the old moat of **Rougemont Castle**, which was built by William the Conqueror (in lieu of the old Saxon fortification) and is mentioned in 'Richard III.', IV. 2. The park contains a national memorial to *Sir John Bucknill*, who raised the first company of rifle volunteers in 1859; statues of *Lord Iddesleigh* (1818-87), by Boehm, *Sir T. Dyke Acland* (1787-1871), and *John Dinham*, a local philanthropist, both by Stephens. The building (1774) which now occupies the Castle Yard accommodates the County Council offices and the county law-courts. Quitting the Castle Yard viâ Castle St. (Pl. D, 2, 3) we have on our left the *Old Vineyard*, now occupied by a Women Students' Hostel, and on our right the beautiful *Rougemont Grounds* (private), in which are the ruins of the castle (visitors admitted on Thurs. on presentation of their visiting-card).

On reaching the High St. we turn to the right to visit the quaint **Guildhall** (Pl. C, 3), claiming to be the oldest municipal building in the kingdom. Mentioned in the 12th cent., it was rebuilt in 1330 and in 1446; while the elaborate façade, the upper part of which projects over the footway, dates from 1593 (restored in 1900). The ancient carved door should be noticed.

The interior, which is shown by one of the four sergeants-at-mace, contains some interesting portraits (Henrietta, daughter of Charles I., and General Monk, by Lely), some good panelling (1556), and the city regalia. At the Police Court, in Waterbeer St., behind the Guildhall, is a Roman tesselated pavement. — St. Pancras Church (restored in 1908) has a Norman font.

A little below the Guildhall Broadgate (on the left) leads us into the Cathedral Yard, in full view of the magnificent W. front of the cathedral. — The ***Cathedral** (Pl. C, D, 3; services at 10.30 and 3; adm. to choir 6*d.*), though comparatively small and unimposing, is in virtue of its details one of the most admirable examples in England of the Geometrical Decorated style. The oldest parts of the present building are the massive transeptal towers, dating from the early part of the 12th cent. and an almost unique feature in English churches (see p. 109). The rest of the cathedral was built (or altered from Norman to Dec.) between

1280 and 1370, mainly from the designs of *Bishop Quivil* (d. 1291). The elaborate W. façade was added by *Bishop Brantyngham* (1370-94); and the whole was restored under the superintendence of Sir G. G. Scott. One of the chief characteristics of the exterior is the large size and number of the buttresses. The Cathedral is 408 ft. long, 76 ft. wide, and 66 ft. high; width across transepts 140 ft.; height of towers 166 ft. — We enter by the *North Porch*.

The *Interior* (open 10 till dusk) is distinguished by great lightness and elegance, due in part to the absence of a central tower, though the full effect is marred by the obtrusive position of the organ (17th cent.). The long unbroken line of vaulting is particularly fine. The perfect symmetry of the building has often been pointed out. 'Not only does aisle answer to aisle, and pillar to pillar, and window tracery to window tracery, but also chapel to chapel, screen to screen, and even tomb to tomb, and canopy to canopy' ('Architectural History of Exeter Cathedral', by *Archdeacon Freeman*). The triforium here has not the dignity of a distinct story, but is simply a low blank arcade. Most of the stained glass is poor. That in the magnificent *West Window* is a memorial of the late Archbishop Temple, formerly Bishop of Exeter. The *'Minstrels' Gallery* on the N. side of the NAVE dates from 1400 and has figures of angels playing on musical instruments, which Mr. Carl Engel identifies as follows (from left to right): cittern, bagpipe, clarion, rebec, psaltery, syrinx, sackbut, regals, gittern, shalm, timbrel, and cymbals. On the S. side of the great W. door, in the thickness of the wall, is the *Chantry of Bishop Grandisson* (d. 1369), formerly *St. Radegunde's Chapel;* and at the W. end of the N. aisle is another small chapel, dedicated to *St. Edmund* and now used as a baptistery. The modern *Pulpit*, at the W. end of the nave, is a memorial of *Bishop Patteson* (d. 1871), the missionary bishop. The N. TRANSEPT contains a curious clock of the 14th cent., a statue of Northcote, the painter (d. 1831), by *Chantrey*, and the 'Women's Window', presented in 1886 by the women of Devonshire. It is adjoined by the *Sylke Chantry* (16th cent.) and *St. Paul's Chapel*. Corresponding to the latter is *St. John's Chapel* in the S. TRANSEPT, opposite the entrance to which is the monument of *Hugh Courtenay, Earl of Devon* (d. 1377). From the corner of this transept we enter the narrow *Chapel of the Holy Ghost*, beyond which is the Perp. CHAPTER HOUSE (magnificent ceiling), containing the cathedral-library.

The CHOIR is separated from the body of the church by a stone screen of the first half of the 14th cent. (restored). It is surrounded by various small chapels and chantries, and contains the tombs of several bishops. The reredos and choir-stalls are modern, but the misereres (1194-1206) and sedilia are old, and also the beautiful *'Episcopal Throne* (1308-26). Part of the glass in the Perp. E. window is ancient. — The LADY CHAPEL contains the interesting monuments of *Bishop Simon de Apulia* (d. 1223), *Bartholomeus Iscanus* (d. 1184), and two other bishops.

Visitors should ascend the N. tower (entr. in N. transept) for the sake of the view (permission of dean or canon necessary). The large bell here, called 'Great Peter', weighs 6 tons.

Part of the CLOISTERS have been rebuilt on the old foundations, with an attempted reproduction of the old vaulting and tracery (Dec.).

Within the Cathedral Close are the *Episcopal Palace* (Pl. D, 4) and the *Deanery* (Pl. C, 4). The grounds of the Palace (adm. on presentation of visiting-card) command a good view of the E. end of the cathedral. In the centre of the Close is a statue of *Richard Hooker* (1554-1600), by A. Dury. Beside the church of St. Martin (1065; Norman tower) is *Mol's Coffee House* (16th cent.), now an art-depôt. Farther to the E. is an old gateway with a massive carved door of early-Jacobean work.

In South St., to the S.W. of the cathedral, is the *College of Priest Vicars* (Pl. C, 4; 15-16th cent.), with a panelled hall and portraits (keys at 11 South St.).

From the junction of South St. and High St. (Pl. C, 3) Fore St. descends to the *Exe*, which is spanned by a steel bridge erected in 1905. On the left, near the top of the street, are two 16th cent. houses. The small equestrian figure on the lower of these is supposed to be one of the signs erected during the Great Rebellion to indicate a safe hiding-place for Royalists. Farther down on the right side is the *Tucker's Hall* (Pl. B, C, 4), with one of the finest oak-panelled chambers in England (key from Messrs. James and Snow, solicitors, The Close). Above the gate are the arms of the Guild of Tuckers, Weavers, and Shearmen, the sole survivor of the trade-guilds of Exeter, which still holds its meetings here. — The Mint, a narrow alley diverging to the N.W. from Fore St. a little higher up, leads to the scanty ruins of the *Priory of St. Nicholas* (11th cent.).

From the Exe Bridge we may walk or take a tramway-car back to the upper end of High St., observing several interesting old houses and churches, of which we may mention *St. Petrock's* (Pl. C, 3; 11th cent.), with its tall red tower projecting on to the pavement; *St. Stephen's* (Pl. D, 3; temp. Charles II.), with an archway passing under the chancel; and *St. Lawrence's* (Pl. D, 3; 1202), recently restored. In Bampfylde St., opposite the last church, is *Bampfylde House* (Pl. D, 3), the town-residence in 1590-4 of Sir Amyas Bampfylde (Lord Poltimore), now used as offices. — The *General Post Office* (Pl. D, 3) occupies the site of the old East Gate, over which originally stood the figure of Henry VII. now on the house opposite.

The City Wall of Exeter may be traced for most of its circuit. Beginning at London Inn Square we follow it through Northernhay to Queen St., thence down Northernhay St., where a tablet marks the site of North Gate, demolished in 1769. Thence we strike E. viâ Bartholomew St. and West St. to Edmund St., here reaching one of the most interesting parts of Old Exeter, with the church of *St. Mary Steps*, possessing a quaint 16th cent. clock and a Norman font. Here stood West Gate and farther on, at the end of West St., was Water Gate. The wall thence runs to the N.E. to South Gate and on by Southernhay, where it bounds the bishop's palace grounds.

A good view of the town is obtained from *Mt. Dinham* (Pl. B, 3), a small hill on the left bank of the Exe, crowned with the handsome modern *Church of St. Michael*. — A still better view is obtained from the *Reservoir* (apply at the keeper's cottage), at the (1/2 hr.) top of the long hill continuing Longbrook St. (Pl. D, 1, 2) through the pleasant suburb of *Pennsylvania*. The walk may be extended to (3/4 M.) *Duryard Park* (adm. 1*d.*).

From Exeter to Exmouth, 10 1/2 M., L. & S.W. Railway in 35-55 min. (fares 1*s.* 9*d.*, 1*s.* 2*d.*, 10 1/2*d.*). This picturesque branch descends along the E. bank of the *Exe*. — 5 1/2 M. *Topsham* (Globe), formerly the port of Exeter. — 10 1/2 M. **Exmouth** (**Imperial*, R. 4*s.* 6*d.*, D. 5*s.*; **Beacon*, R. 4*s.* 6*d.*, D. 5*s.* 6*d.*; *Atlantic Private Hotel; London*, R. 4*s.*, D. 4*s.* 6*d.*), a pleasant little watering-place, at the mouth of the Exe, with a fair beach, golf links, and an esplanade. — From Exmouth a steam-ferry plies several times daily to *Starcross* (p. 135; fare 6*d.*); and excursion-steamers ply to

Salcombe, *Seaton*, *Torquay*, *Dartmouth*, etc. Railway to *Budleigh Salterton* and Sidmouth Junction, see p. 109.

From Exeter to Heathfield, 17½ M., G. W. Railway in 1-1¼ hr. (fares 2*s.* 10*d.*, 1*s.* 5*d.*). — 3½ M. *Ide*; 6½ M. *Longdown*; 11 M. *Ashton*; 13 M. *Trusham*. — 15 M. *Chudleigh* (Clifford Arms, R. 3*s.*, D. 3*s.* 6*d.*) is visited for the sake of **Chudleigh Rock* (fine view from the top), a bold limestone crag with two interesting caverns. — 17½ M. *Heathfield* (p. 133).

From Exeter to *Barnstaple* by the *Exe Valley* (G. W. R.), see p. 137, viâ *Yeoford* (L. & S.W. R.), see p. 144; to *Torquay*, *Tavistock*, *Launceston*, and *Plymouth*, see R. 17; to *Bristol*, see R. 16.

15. From London to Bath and Bristol.

118½ M. Great Western Railway (*Paddington Station*) in 2-3¼ hrs. (fares 19*s.* 6*d.*, 12*s.* 3*d.*, 9*s.* 9½*d.*). From *Bath* to *Bristol*, 11½ M., in ½-½ hr. (fares 2*s.*, 1*s.* 3*d.*, 11½*d.*).

To (16½ M.) *Langley*, see *Baedeker's Handbook for London*.

18½ M. **Slough** (*Crown*, R. from 3*s.* 6*d.*, D. 4*s.*; *Royal*) is the junction of the line to *Eton* and (3 M.) *Windsor* (p. 236).

Windsor may be reached from London also by the L. S. W. railway (from Waterloo station); fares by either route 3*s.* 6*d.*, 2*s.* 3*d.*, 1*s.* 9*d.*

Motor omnibuses ply between Slough and *Windsor* (¼ hr.; fare 3*d.*) and between Slough and *Stoke Poges*, *Farnham*, and *Beaconsfield* (¾ hr.; 1*s.*); see p. 393 and *Baedeker's Handbook for London*.

A view of *Windsor Castle* and of *Stoke Park* is obtained to the left as we leave Slough. The scenery of the Thames Valley between Slough and Goring (see p. 114) is very pleasing. — 21 M. *Burnham Beeches*. — 22½ M. *Taplow* (p. 236). — 24 M. **Maidenhead** (p. 236), prettily situated on the Thames.

A line runs hence to (10 M.) *High Wycombe* (p. 231), viâ (3 M.) *Cookham*, (4½ M.) *Bourne End* (short branch to *Great Marlow*), both on the Thames (p. 236), (6 M.) *Woodburn Green*, with an interesting church, and (7¼ M.) *Loudwater*.

From (31 M.) *Twyford* a branch diverges for *Shiplake* (p. 235) and *Henley-on-Thames* (p. 235).

36 M. **Reading** (*Great Western*, at the station; *Queen's*, R. or D. 4*s.*, well spoken of; *Vastern Temperance*, R. 3*s.*, D. from 2*s.* 6*d.*; *George*, unpretending), the county-town of Berkshire, is an ancient and flourishing town on the Thames with (1901) 72,214 inhabitants. The *Benedictine Abbey*, founded by Henry I. in 1121, and containing his grave, was once one of the wealthiest in England; a few ruins now alone remain. The gateway was restored in 1861. Several parliaments were held in the great hall of the abbey. *University College*, founded in 1892 as a University Extension College, the first of its kind, and incorporated in 1896, is affiliated to Oxford University. It occupies a building erected in 1898 in Valpy St., near the station. The college comprehends the five departments of Agriculture, Natural Science, Literature, Fine Art, and Music. The churches of *St. Mary* (16th cent.), *St. Lawrence* (15th cent.), and *Greyfriars* are interesting. Adjoining the *Free Library* is a *Museum* containing an interesting collection of Romano-British antiquities from Silchester (p. 114). Archbishop Laud (1573-1645)

and Justice Talfourd (1795-1854) were natives of Reading. *Huntley & Palmers'* biscuit manufactory (6000 hands) and *Sutton and Sons'* seed-farms (3000 acres) are situated at Reading.

Reading may be reached from London also by the L. & S. W. Railway viâ *Ascot* (43½ M.), or by the circuitous route of the S. E. & C. R. viâ *Reigate* and *Guildford* (67 M.; comp. pp. 44-47).

From Reading to Basingstoke, 14½ M., railway in ½ hr. (fares 2*s.* 6*d.*, 1*s.* 8*d.*, 1*s.* 3½*d.*). — 6 M. *Mortimer* (Railway Inn). About 3 M. to the S.W. (carr. there and back, with stay of 1 hr., ca. 7*s.*) lies **Silchester**, with remains of the Romano-British town of *Caer-Segeint*, called *Calleva* by the Romans and *Silceastre* by the Saxons. The remains (adm. 6*d.*; interesting to archæologists) include the town-walls (2760 yds. in circuit), a large amphitheatre, the foundations of numerous buildings, and some fine pavements (partly covered up again). The discoveries indicate that the ancient town contained numerous dye-works. Most of the smaller antiquities are preserved at Reading (see p. 113). About 2 M. to the E. of Mortimer is **Strathfieldsaye**, the seat of the Duke of Wellington, with the camp-bed and other memorials of the Iron Duke, of whom a bronze statue has been erected here. His charger 'Copenhagen', which he rode at the battle of Waterloo, is buried in the garden. The house is closed but the grounds are open to the public. — 14½ M. *Basingstoke*, see p. 77.

From Reading to *Devizes*, *Bath*, *Exeter*, and *Weymouth*, see R. 14a.

Near (41½ M.) *Pangbourne* (p. 234) is *Basildon Park*, with a good collection of pictures. Beyond (44¾ M.) *Goring* (p. 234) the train crosses the Thames for the last time. From (48½ M.) *Moulsford* (p. 234) a branch diverges to *Wallingford* (p. 234).

53 M. **Didcot Junction** *(Junction Hotel; Rail. Rfmt. Rooms)*, whence a line to *Oxford* (R. 31a) and *Birmingham* (p. 273) diverges to the N. and one to *Winchester* and *Southampton* (p. 85) to the S.

60½ M. *Wantage Road* is united by a steam-tramway (fare 6*d.*) with (3 M.) **Wantage** (*Bear*, R. 3*s.* 6*d.*), the birthplace of Alfred the Great (849-901) and of Bishop Butler (1692-1752), with a handsome church of the 14th century. The statue of King Alfred in the market-place is by Count Gleichen (1877). In the vicinity is *Lockinge*, the seat of Lord Wantage, with a picture gallery.

From Wantage a very pleasant walk (about 10 M.) may be taken by the *Ridgeway* or *Ickleton Street*, a grass-grown Roman road, along the breezy top of the chalk downs, and then down to *Uffington* (see below). About 1½ M. on this side of Uffington, near the little village of *Kingston Lisle*, is the famous 'Blowing Stone' of King Alfred, described in '*Tom Brown's School-Days*', and supposed to have been anciently used as a military signal. It lies below a tree, in front of some cottages on the road descending from the Ridgeway to Kingston Lisle. Various ancient entrenchments are visible on the Downs. Instead of descending to the Blowing Stone we may follow the ridge to the 'White Horse Hill' (see below).

64 M. *Challow*. From (66½ M.) *Uffington*, the home of 'Tom Brown', with a most interesting E. E. *Church, a branch-line runs to (3½ M.) **Faringdon** *(Bell; Salutation)*, once a residence of the Saxon kings, now famous for its ham and bacon.

About 2½ M. to the S. of Uffington is **White Horse Hill** (856 ft.), so called from the huge figure of a horse cut in the turf, 370 ft. in length (visible from the railway); it has existed here for over 1000 years and is said to have been made by Alfred the Great to commemorate his victory over the Danes at Ashdown (871). At the top of the hill, which commands an extensive view, is *Uffington Castle*, an entrenchment probably of Danish

origin. The deep and broad gully below the White Horse is called the 'Manger'. — On the other side of the Manger is the *Dragon's Hill*, where St. George is said to have slain the dragon; and the cromlech known as *Wayland Smith's Forge*, immortalized in 'Kenilworth', lies on the Ridgeway about 1 M. farther to the W.

Beyond (71½ M.) *Shrivenham* the train enters *Wiltshire*. — 77¼ M. **Swindon Junction** *(Great Western*, R. 2*s.* 6*d.*, D. 3*s.*; *Queen's Royal Hotel*, at the station; *Goddard Arms, King's Head*, in Old Swindon, R. 4*s.*, D. 4*s.*; *Railway Refreshment Rooms)*, where the line reaches its highest point (300 ft.), is the junction of lines to *Gloucester* (p. 181) and to *Highworth* (6½ M.). *Swindon Town Station* (p. 85) lies 1 M. to the S. (omnibus). Swindon, with a population of 44,996, consists of an old town, 1 M. from the junction, and the now contiguous new town, a creation of the Great Western Railway, whose engineering works occupy an area of 200 acres and employ 12,000 workmen.

About 2 M. to the E. of Highworth (see above), on the road to Faringdon, is *Coleshill House*, a good example of Inigo Jones (1550).

From Swindon Town to *Cheltenham* and to *Southampton*, see p. 85.

At (83 M.) **Wootton Bassett** *(Royal Oak)* the express trains for South Wales (and Ireland; R. 26) quit the Bristol line. — From (88 M.) *Dauntsey* (Peterborough Arms) a branch diverges to (6 M.) **Malmesbury** *(King's Arms)*, the birthplace of Thomas Hobbes (1588-1679), with the ruins of a fine *Abbey Church (12th cent.) and a Gothic market-cross. Pop. 2854. William of Malmesbury, the chronicler (d. ca. 1143), was a monk in the abbey.

The church of *Garsdon*, 2½ M. to the N. E. of Malmesbury, contains the graves of five members of the Washington family and a mural tablet (restored) to Sir Lawrence Washington (d. 1614), who lived at the Manor House (now a farm). — About 2 M. to the S. of Dauntsey station is *Bradenstoke* or *Clack Abbey*, incorporating the remains of an Augustine priory of the 12th century.

94 M. **Chippenham** *(Angel; George)*, with 5074 inhab., is well known for its corn and cheese markets. It possesses manufactures of cloth, churns, and condensed milk. Fine old Norman church.

About 3½ M. to the S.E. of Chippenham (2 M. from Calne) is Bowood, the handsome seat of the Marquis of Lansdowne, with a fine collection of paintings of all schools, including **Rembrandt's* famous 'Mill', from the Orleans collection, the most effective landscape of the master, and examples of *Murillo, Ruysdael, Reynolds*, etc. The park is usually open to the public. *Sloperton Cottage*, 2 M. from Bowood, was occupied for 35 years by Thomas Moore (1779-1852), who is buried in the neighbouring churchyard of *Bromham*. To the S. of Chippenham (3 M.) lies *Lacock Abbey*, founded in 1232 as a nunnery, but now a private residence. The conventual buildings have been restored (adm. 1*s.*).

From Chippenham a railway motor-car runs to (¼ hr.) *Calne* (5½ M. to the E.; Lansdowne Arms), with important bacon-curing industry (motor-omn. to Marlborough, see p. 85). Chippenham is the junction of a line also to *Westbury*, see p. 102. — Motor-omnibus to *Bath*, see p. 116.

Beyond Chippenham the train follows the pretty valley of the *Avon*. — 98¼ M. *Corsham*. In the village (Methuen Arms, R. 3*s.*, D. 2*s.* 6*d.*), ¾ M. from the station, is *Corsham Court*, the seat of Lord Methuen, containing a valuable collection of pictures (adm. on

Tues. & Frid. in summer, 2-4 p.m., on application to the estate-agent; 1*s.*). — The train then enters the *Box Tunnel*, 1¾ M. in length, constructed at a cost of 500,000*l.*, and near (102 M.) *Box*, famous for its 'Bath stone' (oolite) quarries, passes into *Somerset-shire* and re-enters the Avon Valley. — 104½ M. *Bathampton.*

107 M. **Bath.** — **Railway Stations.** *Great Western Station* (Pl. A, B, 3), Manvers Street; *Midland* or *Queen Square Station* (Pl. C, 1; for Gloucester, Worcester, Birmingham, the Somerset and Dorset line, etc.), to the S.W. of Queen Square. — Hotel-omnibuses meet the chief trains.

Hotels. Grand Pump Room Hotel (Pl. a; C, 2), about to be reopened after reconstruction; *Empire (Pl. d; C, 3), R. from 6*s.*, D. 5*s.* 6*d.*; *York House (Pl. b; D, 2), York Buildings, quiet; Lansdowne Grove, near St. Stephen's Church (Pl. F, 2), R. from 4*s.*, D. 5*s.*; *Pulteney, Great Pulteney St., R. from 5*s.*, D. 5*s.*, quiet; Castle (Pl. c; C, 2), Northgate St., R. 3*s.*, D. 3*s* 6*d.*; Christopher (Pl. e; C, 3), near the Abbey, commercial, R. 4*s.*, D. 4*s.* 6*d.*; Royal Station (Pl. f; B, 3), R. from 3*s.* 6*d.*, D. 4*s.*, Railway (Pl. g; B, 3), R. 3*s.*, D. 3*s.* 6*d.*, both opposite the G. W. R. Station; Francis' Private Hotels, Queen Square (Pl. k; C, 2) and Bennett St. (Pl. D, 2), pens. from 7*s.* 6*d.*; Fernley's Temperance (Pl. h; B, C, 3), near the Abbey, R. 3*s.* 3*d*, D. 3*s.* — *Apartments* easily found.

Cabs. For 2 pers., with 1 horse, 1*s.* per mile, 2*s.* 6*d.* per hr.; each addit. pers. 6*d.* Tolls are paid by the hirer. Fare and a half between midnight and 6 a.m. Luggage, 112 lbs. free, every addit. 56 lbs. 6*d.* — *Motor Taxicabs*, 1*s.* per mile. *Bath Chairs*, 1*s.* per mile or hr.; one-third more for going more than 200 yds. up hill.

Electric Tramways. From the Guildhall (Pl. C, 3) viâ Broad St. (Pl. D, 2) and Walcot Parade (Pl. F, 3) to *Lambridge*, *Batheaston*, and *Bathford* (fare 3*d.*); viâ Stall St. (Pl. B, C, 2), Old Bridge, Wells Road, and Glasshouse Farm to *Combe Down* (3*d.*); viâ Old Bridge and Lower Bristol Road (Pl. B, 1) to *Twerton* (1*d.*), with branch to *Oldfield Park*. — From the G. W. R. Station (Pl. A, B, 3) viâ Southgate St., Lower Borough Walls (Pl. B, 2), and Kingsmead St. (Pl. C, 2, 1) to *Newton* and *Saltford*, with branch to *Upper Weston*. — **Motor Omnibuses.** From the *Guildhall* (Pl. C, 3) to *Lansdown* (beyond Pl. F, 1; 2 M., fare 4*d.*). Also, in connection with the tramways: from *Bathford* to (8 M.) *Bradford-on-Avon* and *Trowbridge* (11 M. from the Guildhall, fare 1*s.*); to *Devizes* (18 M.; 1*s.* 7*d.*) viâ Box and Melksham; and to *Chippenham* (13 M.; 1*s.* 1*d.*) viâ Corsham and Lacock (these three in summer only); and from *Glasshouse Farm* to *Frome* (15 M.; 1*s.* 1*d.*) and to *Midsomer Norton* (10 M.; 11*d.*).

Music. Band twice daily in summer (May to Sept.) in the *Victoria Park*, *Sydney Gardens*, or *Institution Gardens* (season-ticket 5*s.*). — Concerts daily in the *Pump Room Concert Hall* (p. 118) in winter at 3 p.m., public rehearsals on Mon., Wed., & Sat. 12-1, and evening concerts on Thurs. & Sat. at 8 p.m. (adm. on Thurs. & Sat. afternoons 1*s.*, other times 6*d.*). — High-class concerts take place in the *Assembly Rooms*.

Theatre Royal (Pl. C, 2), Saw Close. — **Palace Theatre of Varieties,** opposite.

Post Office (Pl. D, 2), York Buildings. Branch post and telegraph office, in New Bond St., near the Municipal Buildings.

Bath, the chief place in Somerset, is a handsome city of (1901) 49,817 inhab., beautifully situated in the valley of the *Avon* and on the slopes of the surrounding hills, and is perhaps unrivalled among provincial English towns for its combination of archæological, historic, scenic, and social interest. It is a city of crescents and terraces, built in a very substantial manner of a fine limestone (oolite), and rising tier above tier to a height of about 600 ft. Bath owes its external appearance very largely to the architect *John Wood* (d. 1754) and his son of the same name (d. 1782).

BATH
1 : 14800
Victoria Park
Victoria Park
Midland Railway
Holbourne Art Museum
Theatre Royal
Synagogue
Palace Ch.
Cross Baths
Hosp.
New Royal Baths
General Hosp.
Kings & Queens Baths
Pump Room
Roman Baths
St. James Ch.
St. Marks Ch.
Old Bridge
Great Western Railway Sta.
St. Johns Ch.
Liter Inst.
Gardens
Recreation Ground
Cricket Field
Convent School
Pulteney Road
Pulteney Street
Henrietta Park
Henrietta Road
Laura Place
Laura Cha.
Jay's Chapel
River Avon
Penitent Cha.
St. Michaels Ch.
St. Swithins Ch.
Irvingite Cha.
Walcot Park
Walcot Street
Gay Street
Milsom Street
Gen. Post Off.
Assembly Room
Christ Ch.
St. Andrew
St. Mary's Cha.
St. Stephens Ch.
All Saints Cha.
Magdalen's Cha.
Goods Sta.
Bristol
Prior Park Road
Sydney College
St. Mary's Ch.
Ebenezer Cha.
Lyncombe Hill
Snow Hill
Lansdown Road
Stephens Road
Belvedere
Cornwell Build
Walcot Burial Ground
Cha.
Feet
Metres

Tradition ascribes the discovery of the springs of Bath to an ancient British prince named *Bladud*, who was afflicted with leprosy and observed their beneficial effects on a herd of swine suffering from a similar disease. The Romans built here a large city, with extensive baths and temples, of which numerous remains have been discovered (comp. pp. 118, 119). Their name for it, *Aquae Sulis*, was taken from a local deity *Sul*, whom they identified with Minerva. About 577 the town was taken and destroyed by the Saxons, whose name for it was *Akemanceaster* (from a local corruption of *Aquae*, and *man* = place). At a later date it reappears in history under the name of *Aet Bathum* ('at the bath'), and after the Norman Conquest it became the seat of a bishop (1092). Bath is mentioned in connection with its important cloth-making industry in Chaucer's 'Wife of Bath's Tale'. The beginning of its modern reputation as a watering-place may be placed about 1650, but it did not reach the zenith of its prosperity till the following century, when it became for a time the most fashionable watering-place in England. This was mainly due to the indefatigable exertions of the famous master of the ceremonies, *Beau Nash* (1674-1761), who introduced order and method into the amusements and customs of the place. Among the innumerable visitors of eminence in the 18th and early 19th cent. may be mentioned Chatham, Pitt, and Burke, Nelson, Wolfe, Clive, and Sir Sidney Smith, Gainsborough and Lawrence, Herschel, Quin, Richardson, Smollett, Fielding, Sheridan, Goldsmith, Southey, Landor, Miss Austen, Wordsworth, Cowper, Scott, and Moore. Memorial tablets mark the houses occupied by many of these, and *Fanny Burney's* tomb in Walcot Cemetery (Pl. E, 3) is indicated by a monument. Perhaps no other English town of the size has oftener been the theme of literary allusion — from 'Humphrey Clinker' and 'The Rivals' down to the 'Virginians' and the 'Papers of the Pickwick Club'. The competition of the Continental Spas and other causes afterwards diverted a great part of the stream of guests, and the 'Queen of all the Spas' subsided into a quiet and aristocratic-looking place, patronized as a residence by retired officers and visited by numerous invalids. Of late years, however, Bath has shown marked signs of revival as a fashionable resort. — Visitors interested in the historical and literary associations of Bath may apply for further information to *Mr. J. F. Meehan* (author of 'Famous Houses of Bath'), 32 Gay Street.

Bath is an educational centre of some importance. Among its numerous schools are *Bath College*, the *Kingswood School*, for the sons of Wesleyan ministers, and the *Royal School for Officers' Daughters*, the last two being conspicuous buildings on the ascent to Lansdown.

The hot Mineral Springs to which Bath owes its name are what is known as a 'lime carbonated water', and are efficacious in rheumatism, gout, sciatica, dyspepsia, biliary and liver complaints, and skin-diseases. The daily yield of the springs is upwards of half-a-million gallons. The water, used both for bathing and drinking, rises at a temperature of from 116 to 120° Fahr., which is reduced, when required, by means of cooled mineral water from the great Roman Bath (p. 118).

The Baths, all of which are vested in the corporation, are within a stone's throw of the Pump Room (p. 118). — *New Royal Baths*, adjoining the Grand Hotel (bath 1*s.* 6*d.*-4*s.*; swimming-bath 1*s.*, reserved for ladies on Mon. and Frid.); *King's and Queen's Baths*, Stall St., adjoining the Pump Room (1st class bath 1*s.* 6*d.*-5*s.*, 2nd class 6*d.*-3*s.*); *Old Royal Baths*, Bath St. (1*s.* 9*d.*-3*s.*); *Tepid Swimming Bath* (88° Fahr.), Bath St. (6*d.* and 9*d.*); *Cross Bath* (73°), at the end of Bath St. (1*d.*, with towel 2*d.*); *Hot Bath* (120°), Bath St., for the poor; *Kingston Baths*, Bath St. (9*d.*). The Queen's Baths are among the most perfectly equipped baths in Europe. — Bathing-tickets must be procured in advance at the Baths Office, in Stall St.; but visitors are admitted to inspect the baths (gratis) daily from 1 to 3 and (in summer) after 6 p.m.

The **Great Pump Room** (Pl. C, 2; adm. free), close to the W. end of the Abbey Church (see below), is a large edifice in the classical style (1796), with a motto from Pindar (Ἄριστον μὲν ὕδωρ) on the portico. The alcove whence the mineral water is dispensed (2*d.* per glass) has stained-glass windows with scenes from the history of Bath, and contains a statuette of the Angel at the Pool of Bethesda, by *J. W. Wood*. At one end of the room is a statue of *Beau Nash* (p. 117). The glass-cases contain articles found in the Roman baths, and deposits from the springs revealing traces of radium.

Immediately adjoining the Pump Room on the E. is a building in a similar style, opened in 1897, in which is the entrance to the splendid ***Roman Baths** (Pl. C, 2, 3; adm. 9-6.30, 6*d.*), which are supposed to have been founded by Emp. Claudius and to have occupied an area 900 ft. long and 350 ft. wide. Within this building, on the street-level, are a handsome *Concert Room*, smoking and reading rooms, etc., while behind is the *Roman Terrace*, an open gallery embellished with modern statues of Roman emperors and generals, and overlooking the great Roman Bath, which lies about 20 ft. below. The descent to the latter is at the end of the N. or front corridor. Traces of the Roman baths were first discovered in 1755, below the site now occupied by the King's Baths, but much more considerable discoveries were made in 1883 and subsequent years behind the Pump Room. These include a large rectangular bath, in a hall 110 ft. long and 68 ft. wide, partly roofed in by the Roman Terrace (see above), several smaller baths, hypocausts for heating the different chambers, and portions of the ancient pipes and conduits. The bottom of the large bath, which is still filled with water, is still covered with the Roman lead. The spaces beneath the concert-room and the Roman Terrace are occupied by a museum of Roman sculptured stones and architectural fragments. — A little to the N. of the baths is the large *Royal Mineral Hospital*, a national institution for poor patients, and to the S. is the *United Hospital*, used by local patients.

The **Abbey Church** (Pl. C, 3) is a handsome Perp. edifice of the 16th cent. (225 ft. in length), sometimes called the 'Lantern of England' from the number and size of its windows. The central tower, 162 ft. high, is oblong in form owing to the narrowness of the transepts. The first church on this site was that of a nunnery said to have been erected here in the 7th cent.; Edgar the Peaceable was crowned here in 973. The second was a Norman cathedral, begun on the transference of the see of Wells to Bath (1090) and completed in 1160. After the return of the bishop to Wells in the beginning of the 13th cent., this church, the nave alone of which was as large as the present building, was suffered to fall to ruin, and *Bishop Oliver King* (1496-1503) undertook the erection of the present building in 1499. The ladders on the W. front (restored in 1900) refer to a dream of this prelate in connection with the

building. The church was finally consecrated in 1616. In 1864-73 it was restored by Sir G. G. Scott.

Bath Abbey Church is still the secondary cathedral of the diocese of Bath and Wells, though since 1542 the chapter of Wells has had the sole right of electing the bishops, formerly shared with the monks of Bath.

Interior (open 10-6; 10-4 in winter). The most noteworthy features are the fine W. window, the fan-vaulted roof of the choir (continued by Scott over the nave), and the small chantry of *Prior Birds* (ca. 1500), on the S. side of the chancel, with its fine carving. Among the numerous monuments, most of them tasteless, are those of *Lady Waller*, wife of the Parliamentary general (d. 1668, S. transept), *Beau Nash* (d. 1761, on wall of S. aisle, E. end), *Wm. Bingham*, United States Senator (d. 1804, S. aisle), by *Flaxman*, *Quin*, the actor (d. 1766, at E. end of N. aisle of choir, just by the door, with inscription by Garrick, gravestone in the middle of the nave, also with a rhymed inscription), *Malthus* (d. 1834), the political economist (in the porch of N. door in W. front), *Bishop Montague* (d. 1618), an altar-tomb in the nave, *Mary Frampton* (d. 1696), with an epitaph by Dryden, and *W. Hoare, N. A.*, by Chantrey, in the vestry (beyond the screen at the E. end of the S. aisle).

To the N. of the Abbey and facing High St. rise the **Municipal Buildings** (Pl. C, 3), an imposing pile comprising the *New Municipal Buildings* (1895) and *Technical Schools* (1896), added as wings to the old *Guildhall* (1775), and (at the N.E. angle, facing Bridge St.) the *Victoria Art Gallery & Reference Library* (1900).

The Guildhall contains a fine banqueting-room and some portraits of historic interest. — The Art Gallery (adm. daily 10-5, Thurs. 7-12 also; Mon. & Frid. 6d., other days free) has a small collection of paintings and a few sculptures and curiosities. Among the paintings are an Adoration of the Magi, ascribed to *Memling*; Faith, Hope, and Charity, ascribed to *Van Dyck*; Canterbury Meadows, by *T. S. Cooper*; Raising of Jairus's daughter, by *E. Long*, etc.

Bridge St. is continued to the E. by *Pulteney Bridge* (Pl. C, 3), with houses on both sides, a little beyond which is *Argyle Chapel* (Pl. C, D, 3), the scene of the Rev. William Jay's (1769-1853) labours. Great Pulteney Street goes on thence to the *Sydney Gardens* (Pl. D, 4; adm. 6d.), the 18th cent. Vauxhall Gardens.

The *Royal Literary and Scientific Institution* (Pl. C, 3; open 10.30-5; adm. 2d., free on Thurs.) in the North Parade, to the S.E. of the Abbey, contains interesting Roman antiquities found in or near Bath, natural history collections, and a library. — Farther on, in the S. Parade, is the handsome Rom. Cath. *Church of St. John* (Pl. B, 3), with a graceful spire.

The N.W. part of the town, with the *Assembly Rooms* (Pl. D, 2) and the characteristic 'Circus' and 'Crescent', is the residential quarter. Many of the houses here bear tablets commemorating famous occupants. The ***Victoria Park** (Pl. D, E, 1), including a *Botanical Garden*, is 50 acres in extent. — The **Holburne Art Museum** (Pl. C, 1), in Charlotte St., near Queen Square, contains paintings by *Hoppner*, *Gainsborough*, *Van der Helst*, *Berchem*, and others, gold and silver plate, including a fine collection of apostle and other spoons and 16th cent. silver; Irish potato rings; miniatures, china, bronzes, etc. (open daily, 11-4, gratis).

An admirable view of the town, though somewhat circumscribed by foliage, is obtained from (1/4 hr.) **Beechen Cliff* (Pl. A, 3; 390 ft. above the Avon), on the S. side of the town. — Another good point of view is *Sham Castle*, on the hill about 1 1/2 M. to the E. of the G. W. R. Station, and best reached by *Pulteney Street* and the so-called *North Road*.

Environs (motor-omnibuses, see p. 116). Bath is surrounded with 'Downs', softly rounded hills, the tops of which afford charming views. The most important are *Lansdown* (800 ft., 2 M. to the N.), *Claverton* and *Coombe Down* (550 ft.; 2-3 M. to the S.), and *Hampton Down* (600 ft.; 1 1/2 M. to the E.), with Sham Castle (see above). *Little Solsbury* (ca. 600 ft.; 3 M. to the N.E.) is a flat-topped hill with clearly defined earthworks. A walk or drive over Lansdown as far as the third milestone, and thence (for walkers only) across the racecourse to (1 M.) *Prospect Stile*, will afford the visitor one of the finest views in the W. of England. On the way we pass (2 M.) *Lansdown Cemetery*, with the tomb of Beckford of Fonthill (p. 108) and a tower built by him, the top of which commands an extensive view (Bath not visible). This walk may be lengthened by returning through *North Stoke* (with an ancient church), and thence through *Upton* or *Bitton* to the railway.

About 2 M. to the S. E. of Bath, beyond *Widcombe* (with an old church and manor-house), is **Prior Park**, now a Roman Catholic college, but formerly the seat of *Ralph Allen* (d. 1764), the original of Squire Allworthy in 'Tom Jones'. Through his building-enterprise and sturdy belief in the good qualities of the Bath stone, Mr. Allen justly shares with Beau Nash and the architect Wood (p. 116) the credit of creating modern Bath. Near Prior Park is a circular tower within a triangular base, erected by Bishop Warburton in memory of Ralph Allen. — The village of *Claverton*, in the charming *Warleigh Valley*, 3 M. to the E., is best reached by train to *Bathampton* (p. 116) or *Limpley Stoke* (p. 121). — *Farleigh Castle*, reduced to a ruin in the Parliamentary Wars, lies 7 M. to the E. and may be reached by train to *Freshford* (p. 121) and thence by a field-path (2 M.). — The old manor-houses of *South Wraxall* and *Great Charfield* (near *Box*, p. 116), in the Tudor style, are also worth a visit. — The church and manor-house of *St. Catherine's* (5 M. to the N. E., beyond Batheaston), in a pretty valley, both date from about 1500. — In a hollow to the E. of Lansdown, 1 1/2 M. from the town, is *Charlcombe*, traditionally the mother-church of Bath.

From Bath to Wells (fares 5*s.*, 3*s.* 2*d.*, 2*s.* 6*d.*). The quickest railway route from Bath to Wells is by the Somerset and Dorset line viâ *Evercreech* and *Glastonbury* (see below; 1 1/2-2 hrs.), but Wells may be reached also by the G. W. R. viâ *Bristol* and *Yatton* (see R. 16; 1 1/2-2 hrs.) or viâ *Westbury*, *Witham*, and *Shepton Mallet* (see p. 134; 2-3 1/2 hrs.). For those who do not object to a little walking, perhaps the pleasantest way of making this excursion is to take the train to (18 1/2 M.) *Masbury* (see below) and walk thence to (4 M.) Wells. — *Wells*, see p. 131.

From Bath to Gloucester, 42 M., railway in 1-1 1/2 hr. (fares 7*s.*, 4*s.* 6*d.*, 3*s.* 6*d.*). The trains start from the Midland Railway Station, and join the main line from Bristol at (10 M.) *Mangotsfield Junction* (p. 193).

From Bath to Bournemouth, 71 1/2 M., Somerset and Dorset Railway in 2-4 hrs. (fares 11*s.* 9*d.*, 5*s.* 11 1/2*d.*). The trains start from the Midland Station. — The first part of the route is very pretty. At (10 1/2 M.) *Radstock* (Waldegrave Arms; Bell, R. 3*s.*, D. 3*s.* 6*d.*) we cross the G. W. R. line from Bristol to Frome (p. 103). — At (18 1/2 M.) *Masbury*, whence a brake runs in the afternoon to Wells (4 M.; pleasant walk), we cross the *Mendip Hills*, on a ridge of which lies *Masbury Castle*, a British or Roman fort (6 1/2 acres). — View to the right, including Wells Cathedral and Glastonbury Tor (p. 134). — 21 1/2 M. *Shepton Mallet* (Hare & Hounds, R. from 2*s.* 6*d.*, pens. 8*s.*; George) has a handsome market-cross and a church with a fine panelled roof. The S. & D. station (*Charlton Road*) is 3/4 M. from the G. W. R. *Town Station* on the line from Yatton (p. 130) to Wells and Witham (p. 134). — 26 1/2 M. *Evercreech Junction* is the junction for *Glastonbury* (*Wells*) and *Burnham* (see p. 135). Omnibus several times daily to *Castle Cary* (p. 103). — 29 M. *Cole* is 1 1/2 M. from Bruton (p. 103). — From (33 1/2 M.) *Wincanton* (Greyhound;

BRISTOL
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Quarry
Clifton Down Station
Zoological Gardens
Clifton College
College Close
All Saints Ch.
Victoria Baths
Victoria Rooms
Royal Park
Clifton Ch.
Observatory
Hotwells Station
Victoria Square
St. Andrew
Cornwallis Cres.
Dowry Sqr.
Floating Dock
Cumberland Basin
Landing Stage
Clifton Bridge Station
From Abbots Leigh
Bridge Road
Ashton Park
Clifton Down
Clifton Hill
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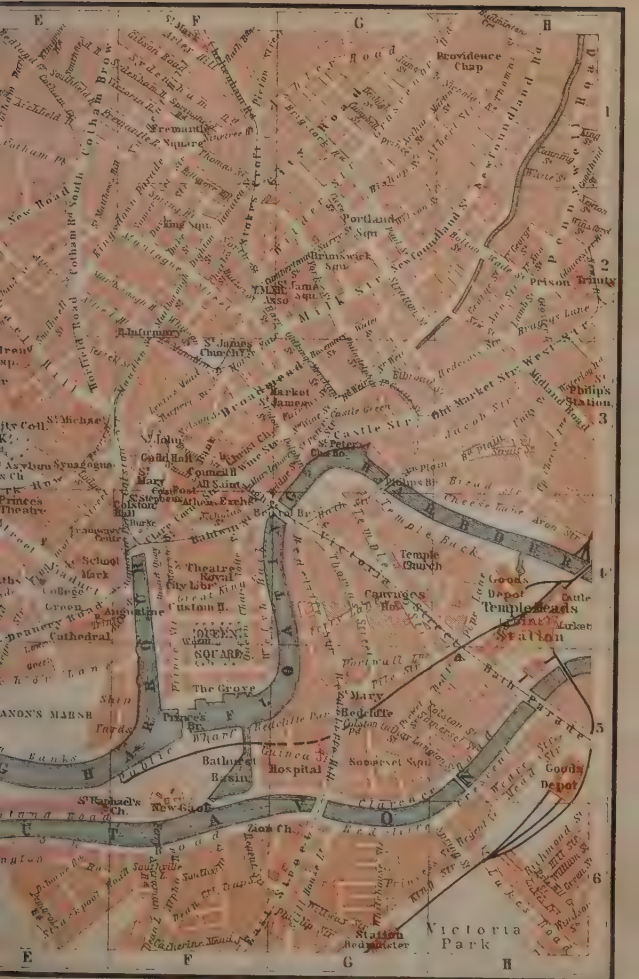
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Portland Sqn
Prison
Infirmary
St James Church
Market St James
Old Market St
Castle Str
Philips Station
St John
Guild Hall
Council Chamber
Exchange
Assembly Rooms
Theatre Royal
City Library
Custom H.
QUEEN SQUARE
Cathedral
The Grove
Prince's Str
Bathurst Basin
Hospital
Somerset Sqn
Temple Church
Carriages
Goods Depot
Temple Meads Station
Mary Redcliffe
Goods Depot
St Raphael's Ch
New Cut
Zion Ch
Victoria Park
Redcliffe Mr
Redcliffe Parade
Redcliffe Hill
Redcliffe Back
Redcliffe Bridge
Redcliffe Wharf
Bridge
Quay
Wine St
Broad Quay
Corn St
Baldwin St
Bristol Bridge
Bridge St
Broadmead
Castle Green
Temple Back
Victoria Street
Temple Gate
Bath Terrace
Clarence Road

Bear), with medicinal springs, excursions may be made to (3½ M.) *Pensel-wood* and the curious '*Pen Pits*', the object of which is still a bone of antiquarian contention, and to (3½ M.) *Stavordale Priory*. The whole district is rich in early historical interest. — At (35½ M.) *Templecombe* (p. 108) we intersect the L. & S. W. line from London to Exeter (R. 14). Our train proceeds viâ (40½ M.) *Stalbridge*, with a sculptured cross, (44½ M.) *Sturminster Newton*, in *Blackmore Vale*, with the remains of a Saxon castle, and (53 M.) *Blandford* (Crown). From (59 M.) *Bailey Gate* some trains run to (6¼ M.) *Wimborne* (p. 88), but the expresses proceed direct viâ (63½ M.) *Broadstone Junction* (p. 88) to (70½ M.) *Bournemouth West* (p. 88).

From Bath to Salisbury, 41 M., Great Western Railway in 1½-2¾ hrs. (fares 6*s.* 10*d.*, 4*s.* 4*d.*, 3*s.* 5*d.*). — 2½ M. *Bathampton* (p. 116). — Our line here turns to the right (S.). 6½ M. *Limpley Stoke* (Hydro); 7½ M. *Freshford*. — 9½ M. **Bradford-on-Avon** (*Swan*, R. or D. from 2*s.* 6*d.*) contains the highly interesting little Saxon **Church of St. Lawrence* (8th cent.; comp. p. xxxix), the chancel of which opens from the nave by an arched door only 2 ft. 4 in. wide (adm. 6*d.*). The *Bridge* and *Kingston House* (17th cent.; no adm.) also are noteworthy. Motor-omnibus to Bath. — 13 M. Trow-bridge (*George*; *Woolpack*) is an ugly factory-town, with a good Perp. church (15th cent.), containing the tomb of the poet *Crabbe*, who was rector here from 1813 to 1832. — 17 M. *Westbury* (p. 102). — 21½ M. *Warminster* (Bath Arms, R. 3*s.* 6*d.*, pens. 9*s.*; Bell) is the station for *Longleat (1½ M. to the S.W.), the magnificent seat of the Marquis of Bath, considered the finest Elizabethan mansion in England (shown on Mon. and Sat. 11.30-1 & 2.30-5.30; also on Thurs. before July 31st). It contains an interesting collection of portraits. — Beyond Warminster we pass two British camps, *Battlesbury* and *Scratchbury*, on the left, and reach (25¼ M.) *Heytesbury* (Angel), with *Heytesbury Park*, the seat of Lord Heytesbury. — At (38½ M.) *Wilton* we join the line from Salisbury to Exeter (see p. 105). — 41 M. *Salisbury*, see p. 104.

Continuation of the Railway to Bristol. The first station beyond Bath is (108 M.) *Twerton*, with a large cloth-manufactory and a cottage in which Fielding is said to have written 'Tom Jones'. The train now runs parallel with the Bath branch of the Midland Railway. 111 M. *Saltford*; 114 M. *Keynsham* (Wingrove). Beyond *Brislington*, with a Roman villa, the train threads two tunnels, crosses the *Avon*, and enters the Temple Meads station at —

118½ M. **Bristol.** — **Railway Stations.** *Temple Meads* (Pl. H, 4), joint station of the Great Western and Midland Railways; *St. Philips* (Pl. H, 3), Midland Railway station for Bath, Bournemouth, etc.; *Hotwells* (Pl. A, 4), for Avonmouth. — The suburban stations of *Clifton Down* (Pl. C, 2), *Redland*, *Montpelier*, *Stapleton Road*, *Lawrence Hill*, *Bedminster* (Pl. G, 6), and *Clifton Bridge* (Pl. B, 6) are all connected with Temple Meads Station.

Hotels. *Royal (Pl. a; E, 4), pleasantly situated in College Green, close to the Cathedral and 1 M. from the station, R. from 4*s.* 6*d.*, D. 5*s.*; Grand (Pl. b; F, 3), Broad St., well spoken of; Royal Talbot (Pl. c; G, 4), Victoria St. — George (Pl. d; H, 5), near the station; Swan, Bridge St.; Colston Temperance (Pl. e; E, 4), College Green. — At *Clifton*: *Clifton Down (Pl. g; B, 4), with fine view of the Suspension Bridge, etc., R. from 4*s.* 6*d.*, D. 5*s.*, pens. 10*s.* 6*d.*-12*s.* 6*d.*; *St. Vincent's Rocks (Pl. h; B, 4), with a similar view, suitable for a prolonged stay, R. 4*s.*-6*s.* 6*d.*, D. 5*s.* 6*d.*; *Royal Spa, near Hotwells Station (Pl. A, 4), from 52*s.* per week, with baths; Imperial (Pl. i; C, 1), near the Clifton Down Station, well spoken of; Queen's (Pl. j; D, 3).

Restaurants. *Dunlop*, Baldwin St.; *Stuckey*, 5 Wine St.; *Swiss*, Baldwin St.; *Café Royal*, *Continental*, *Jacomelli*, all in High Street. — At Clifton: *Fortt*, *Bolling*, Regent St. 16 and 32. — *Railway Refreshment Rooms*.

Cabs with one horse 1*s.* per mile, 6*d.* each addit. ½ M.; with two horses 1*s* 6*d.* and 9*d.* Per hour 2*s* 6*d.* and 4*s.*; each addit. ¼ hr. 6*d.* and

9*d*. For each passenger beyond two, 6*d*. extra. Each package carried outside 2*d*. Double fares between midnight and 6 a.m. — **Motor Taxicabs** 1*s*. per mile, 3*d*. each addit. ¼ M.; waiting, 4*s*. per hr.

Electric Tramways (every few min.; fares 1-3*d*.). The main focus of the system is at the *Tramways' Centre* (Pl. F, 4), on the site of the old drawbridge. The regular stopping-places of the cars en route are indicated by red and white rings on the trolley-posts; at those with white rings alone the cars halt only if required. On Sun. cars do not run before 2 p.m. — a. From the Tramways' Centre (Pl. F, 4): 1. To *Hotwells*, below *Clifton Suspension Bridge* (Pl. A, 4). 2. To *Redland* (Durdham Down; beyond Pl. B, 1) and *Westbury-upon-Trym* viâ *Clifton Down Station* (Pl. C, 2). 3. To *Redland* viâ *Cheltenham Road* (Pl. F, 1). 4. To *Horfield Barracks* and *Filton* (N. of Pl. E, 1) viâ *Cheltenham Road* (Pl. F, 1). 5. To *Ashley* (Warwick Road; N.W. of Pl. H, 1). 6. To *Temple Meads Railway Station* (Pl. H, 4). 7. To *Brislington* (beyond Pl. H, 5, 6), viâ *Totterdown* and *Arno's Vale*. — b. From Old Market Street (Pl. H, 3): 8. To *Redland* (beyond Pl. B, 1) viâ *Clifton Down Station* (Pl. C, 2). 9. To *Fishponds* and *Staplehill* (beyond Pl. H, 1). 10. To *Kingswood* (E. of Pl. H, 2). 11. To *Hanham* (E. of Pl. H, 5). 12. To *Knowle* (Bushey Park; S. of Pl. H, 6). — c. From Bristol Bridge (N.W. end; Pl. G, 4) to Knowle (top of Red Lion Hill). d. From Bristol Bridge (S.E. end) to *Bedminster* (Pl. F, 6) viâ *St. Mary Redcliffe* (Pl. G, 5).

Omnibuses. 1. *From Victoria Rooms, Clifton* (Pl. D, 3) to the *Suspension Bridge* (Pl. A, 4), every 12 min. (2*d*.); 2. From *Ashton Road* viâ Church Road to *Long Ashton* (2*d*.); 3. From *Redland* to Westbury, every 10-12 min. (1*d*., 2*d*.).

Steamers. From *Bathurst Basin* (Pl. F, 5) to *Cardiff*, daily. From *Cumberland Basin* (Pl. B, C, 6) weekly to *Cork*, *Wexford* (fare 15*s*.), *Dublin* (15*s*.), twice a week to *Waterford* (15*s*.), and to *Belfast* and *Glasgow* (20*s*.). Also to London (20*s*.) weekly viâ *Plymouth*, and to *Hull* fortnightly in summer, round the N. of Scotland. — In summer pleasure-steamers starting from the landing stage near the Hotwells Station (Pl. A, 4) ply to numerous resorts on the Bristol Channel (fares 1*s*.6*d*.-4*s*.).

Boats. Small boat up and down the *Floating Harbour* 6*d*., more than 1 pers. 3*d*. each; across the *Avon* below the Feeder 4*d*. and 2*d*.; across the *Feeder* 4*d* and 2*d*.; ferry across the *Frome* 1*d*.

Post Office (Pl. F, 3), Small St. — At Clifton, Regent St. (Pl. C, 4).

Theatres. *Prince's Theatre* (Pl. E, 4), Park Row; *Theatre Royal* (Pl. F, 4), Great King St. - *Empire Palace* (varieties), Old Market St.; *People's Palace*, Baldwin St.

American Consul, *Homer M. Byington*. — **Vice-Consul**, *Richard Castle*, 50 Queen Square.

Bristol, an ancient and interesting commercial town, the see of a bishop, and at one time the chief seaport of West England, is situated at the junction of the *Avon* and the *Frome*, 7 M. from the *Bristol Channel*. It lies partly in Somerset and partly in Gloucester, but forms a city and county of itself. Its trade, chiefly with the Mediterranean, America, and Ireland, is still very important. Among the chief of its numerous manufactures are soap, tobacco, cocoa, chocolate, leather, boots and shoes, glass, brass and copper wares, cotton, and sugar (formerly the staple). It possesses a large harbour and docks, and the Avon has been made navigable for vessels of large tonnage. The population in 1908, including that of Clifton, was about 375,000. The spring-tides rise to a height of 40 ft.

Bristol (Anglo-Saxon, *Bright-Stow* or *Brig-Stow*) has no certified history earlier than the Norman Conquest, but by the 12th cent. it had attained considerable wealth and importance. The old castle, in which King Stephen was imprisoned by Queen Matilda, was razed by Cromwell, and practically no traces are left of it. In the 15-16th cent. Bristol was the second city of England and carried on a lucrative trade with all

parts of the world. Among the numerous naval expeditions it sent out were those of the great explorer *John Cabot* (1497, etc.), whose equally famous son *Sebastian* was probably born at Bristol in 1474 (monument, see p. 127). The fair fame of the city was sullied by the practice of kidnapping, carried on to provide labourers for the American Colonies; and Bristol was also one of the British towns principally concerned in the slave-trade. In the Civil War the town was besieged and taken, first by the Royalists (1643), and then by Gen. Fairfax (1645), to whom it was surrendered by Prince Rupert with almost no resistance. The 'Great Western', one of the first two British steamers to cross the Atlantic Ocean, was built at Bristol and started from this port for her first oceanic voyage in 1838.

The hospitality of the wealthy sugar-boilers of Bristol was famous, and one of their favourite beverages, made of Xeres sherry, was widely known as 'Bristol milk'. Fuller relates that this concoction was the first 'moisture' given to infant Bristolians, and it is mentioned with approval in Pepys's Diary (13th June, 1668). Comp. 'Bristol Past and Present' by *Nicholls* and *Taylor* (1881-2) and 'Bristol' ('Historic Towns' Series'), by the *Rev. W. Hunt* (1887).

From the *Temple Meads Railway Station* (Pl. H, 4), Victoria Street, traversed by a tramway and passing a more curious than beautiful *Statue of Neptune* (18th cent.), leads direct to the ½ M.) centre of the town. [To the right diverges Temple Street, with the *Temple Church* (Pl. G, 4), originally erected for the Knights Templar about 1145, but dating in its present form chiefly from the 14-15th centuries. The tower is 5 ft. out of the perpendicular.] We may, however, diverge at once to the left, down Pile Street, to (5 min.) the church of ***St. Mary Redcliffe** (Pl. G, 5), the lofty spire of which is visible as soon as the station is quitted. This church (usually entered from the S. side) is unquestionably as nearly faultless an example of its kind (rich Perp.) as exists in the country, and justifies Queen Elizabeth's description of it as 'the fairest, the goodliest, and most famous parish-church in England'. It was founded in the 13th cent., but by degrees rebuilt, mainly by the Canynges, grandfather and grandson, each 5-6 times Mayor of Bristol, in the 14-15th centuries. The most noteworthy features of the exterior are the ***N. Porch** (earlier than the body of the church, but restored), the tower, and the spire (285 ft.; top half modern). The church is 240 ft. long, and 117 ft. wide across the transepts.

Interior (open to visitors free). The narrowness of the nave and transepts is remarkable, and the latter have the rare addition of side aisles. The reredos of Caen stone is also very beautiful, while the Lady Chapel is a blaze of rich colouring. The visitor should also notice the groined roof and a window in the lower bay (N.W. corner of church), in which most of the old coloured glass has been collected and arranged. In this belfry we are shown a rib of the famous Dun Cow slain by Guy, Earl of Warwick (comp. p. 261: really a bone of a whale), said to have been brought home by the Canons). There is an effigy of William Canynges the Elder (d. 1396), in the S. aisle of the nave, and one of the Younger (d. after 1467) in the S. transept. On one of the piers of the tower, at the W. end of the nave, hangs the armour of Sir William Penn (d. 1670), father of the founder of Pennsylvania. — Above the N. porch is the muniment room (shown by the verger on application) in which *Thomas Chatterton* (1752-70), 'the marvellous boy, the sleepless soul that perished in his pride', professed to have discovered the Rowley MSS. His uncle was sexton of the church. Within the enclosure

to the N.E. of the church is a memorial of Chatterton, who was born in an adjoining street. — A long-established annual event at this church is the Rush-Bearing, which takes place on Whitsunday, when the Mayor and Corporation attend in state and the floor is strewn with rushes.

We now follow Redcliffe Street, which leads northwards to (7 min.) *Bristol Bridge* (Pl. G, 4; 1768), crossing the 'Floating Harbour' formed by the diversion of the course of the Avon. A statue of *Samuel Morley, M. P.* (d. 1886), adjoins the bridge. At No. 97 Redcliffe St., at the corner of Ferry Lane, is *Canynges' House* (see p. 123). Beyond Bristol Bridge *High Street* leads to the centre of the town, reaching at the end of Corn St. the long line of streets running N.E. from the Tramways' Centre (p. 125), which form perhaps the chief artery of traffic and contain the handsomest shops and public buildings. In the meantime, however, we leave High St. to the right by *Mary-le-Port Street* (Pl. F, 3), still consisting to a great extent of quaint houses of the 14-15th cent., and enter Peter Street. At the beginning of the latter is **St. Peter's Hospital* (Pl. G, 3), one of the most perfect specimens of domestic architecture of its kind in the W. of England, originally erected in the 12th cent. and partly rebuilt in 1608. Visitors are admitted to the handsome panelled old board-room. The building was used as a mint in 1695-7, afterwards as a hospital, and is now the Office of the Guardians of the Poor. Close by is *St. Peter's Church*, the mother-church of Bristol, the tower of which (except the upper story) is early-Norman. The poet *Savage* (1698-1743) is buried at the back of St. Peter's Church. Beyond Peter Street are *Castle Street* and *Castle Green* (Pl. G, 3), taking name from the extensive feudal fortress, founded probably at the end of the 11th cent., which formerly stood on this site.

We may now return through Dolphin St. into *Wine Street* (Pl. F, 3), at No. 9 in which (right) *Robert Southey* (1774-1843) was born.

In Union Street, to the N. of Dolphin St., is *St. James's Church* (Pl. F, G, 3), one of the oldest in Bristol, still retaining much of the ancient Norman work. The small circular window is a good example of a feature more common in foreign than in English Romanesque churches of the same period.

Wine St. ends at the junction with High St. (see above), opposite which *Broad Street* diverges to the W., containing, to the left, the *Guildhall* (Pl. F, 3), a building in the Elizabethan style (1843). At the end is a gateway arch of the old *City Wall*, strangely surmounted by the spire of *St. John's Church* (Pl. F, 3; 15th cent.), the body of which is itself part of the wall. Beyond the archway is *Christmas Street*, leading to *Christmas Steps*, a quaint and steep lane at the top of which are some curious stone seats and a picturesque alms-house, with a chapel (1504) dedicated to the Magi.

Returning to Wine St. we next enter Corn Street (Pl. F, 4), in which is the *Council House*, containing valuable old plate and a fine portrait by Van Dyck. In *All Saints' Church*, opposite, is the tomb of Edward Colston (p. 125). On the same side (left) is the

Exchange (Pl. F, 4; 1740), in front of which are four singular metal tables, known as the '*Nails*'. These belonged to the *Tolsey* (mentioned in Scott's 'Pirate'), the forerunner of the Exchange, and were used by the merchants for making payments (hence, it is said, the phrase 'pay on the nail'). Three of them bear dates (1594, 1625, 1631).

Nearly opposite the Exchange diverges *Small Street* (Pl. F, 3), containing the *Post Office* and the *Assize Courts*. The latter, forming the back of the Guildhall (p. 124), incorporate *Colston's House* (see below), of which some interesting remains are pointed out to visitors. — In Nicholas Street, to the left, is the handsome *Stock Exchange* (1903).

Corn St. is prolonged by *Clare Street*, from which a short street on the right leads to *St. Stephen's Church* (Pl. F, 4), a late-Gothic building of 1470, with a fine restored tower, of which Mr. Freeman notes that it 'is remarkable for having æsthetically dispensed with buttresses'. Tradition says St. Augustine preached here.

Marsh Street, to the left (S.), leads to Great King St., in which are a picturesque *Sailors' Alms House* (1696), the *Theatre Royal*, and the *City Free Library* (Pl. F, 4), the earliest Protestant free library in England (1613), containing a fine sculptured mantelpiece by Grinling Gibbons and very interesting MSS. and early printed works. Farther on, beyond the *Custom House*, is *Queen's Square* (Pl. F, 4, 5), the principal scene of the riots of 1831, with an equestrian statue of William III. by Rysbrach. David Hume was a clerk at No. 16 Queen's Sq. (S. side) in 1734.

Clare Street ends at the handsome *St. Augustine's Bridge* (Pl. F, 4), which occupies the site of the old Drawbridge, now the *Tramways' Centre* (p. 122). The open space to the N., called *Colston Avenue*, is embellished with statues of *Edmund Burke* (M. P. for Bristol, 1774-80) and *Edward Colston*. *Colston Hall* (Pl. E, F, 4), rebuilt in 1900, can accommodate 4000 people.

Bristol occupies a leading position among English cities for the extent and number of its charitable institutions; and the first place among its philanthropists is unanimously accorded to *Edward Colston* (1636-1721), whose memory is kept green by the annual 'Colston Banquets' on 13th Nov., now utilized for a display of political oratory. — *Müller Orphanages* (cab *2s. 6d.*), see p. 129.

Following St. Augustine's Parade to the S., we soon reach the pretty, open space named College Green (Pl. E, 4), originally the burial-ground of the abbey (see below); among the buildings round it are the Cathedral, *St. Augustine's Church*, the Mayor's Chapel, and the *Royal Hotel*. Immediately in front is a *Statue of Queen Victoria*, by Boehm (1888) and farther back is a replica (1851) of the old *Bristol Cross* (comp. p. 103).

The ***Cathedral** (Pl. E, 4) was originally erected in the 12th cent. (begun in 1142), as the church of an Augustine abbey, by Robert Fitzhardinge, a Bristol merchant, and progenitor of the Berkeley family. It was, however, rebuilt two centuries later, while the nave, destroyed in the 16th cent., was rebuilt by *Street* in harmony with the choir and transept in 1868-88. The main body of the structure

is of the Dec. order, resembling in many respects the German Gothic of the period (13-14th cent.), but the *Chapter House* (1155-70), a remnant of the original church, is a fine example of late-Norman. The *Elder Lady Chapel* (ca. 1210; restored in 1894) is good E.E., and the *Cloisters* (incomplete) are Perpendicular. The W. front has a deeply recessed doorway and two towers (1888). The *Tower*, 127 ft. high, is a Perp. addition of the 15th cent. (rebuilt in 1893). The Cathedral is 300 ft. long, 68 ft. wide, and 56 ft. high. — The bishopric of Bristol was founded by Henry VIII. in 1542, and refounded by Pope Paul IV. in 1557. From 1836 till 1897 it was linked with the diocese of Gloucester. Daily choral services at 10 and 4.

Interior. The absence of clerestory and triforium makes this church unique among English cathedrals, the aisles being of the same height as the nave, and the arches rising clear up to the spring of the vaulting. The singular flying arches across the aisles, resembling timber-work, take the place of the usual flying buttresses. The arches in the aisles of the NAVE are a clever imitation (by Street) of those in the choir, with a few slight modifications, which do not seem to be improvements.

At the E. end of the N. aisle of the nave are an effigy of *Dean Elliott* (d. 1891) and two modern brass tablets of good design. The NORTH TRANSEPT contains tablets to the memory of *Fred. J. Fargus* (*'Hugh Conway'*; 1847-85), and *Mary Carpenter* (d. 1877), both natives of Bristol, and of *Emma Marshall* (1830-99). — On the E. it is adjoined by the *ELDER LADY CHAPEL, a pure E.E. structure (ca. 1210), containing some grotesque carvings.

The CHOIR has a fine modern marble floor and a reredos erected in 1899. In the N. choir-aisle are a bust of *Southey* (p. 124), and a monument to Mrs. Middleton, both by Bailey. In the S. aisle is a figure of Resignation, by Chantrey. The most striking feature in the LADY CHAPEL is the fine Dec. *East Window* (a so-called Jesse window), most of the stained glass in which dates from the beginning of the 14th cent.; the arrangement of its tracery symbolizes the Trinity. This chapel also contains some interesting monuments of the old abbots. Several of these occupy the singular recesses in the walls, which are characteristic of this cathedral. A tablet beside Abbot Newland's tomb, on the S. wall, points out the grave of Bishop Butler (see below). Some of the old miserere carvings deserve attention. — At the E. end of the S. choir-aisle is the BERKELEY CHAPEL, added about 1340; it is entered by a vestibule containing some unique work of this period (Dec.). — The SOUTH TRANSEPT contains a monument to *Joseph Butler* (1692-1752), author of the 'Analogy', who was Bishop of Bristol from 1738 to 1750. From this transept we enter the CLOISTERS, from the E. side of which we obtain access to the gem of the cathedral, the *CHAPTER HOUSE, perhaps the most beautiful Norman chamber in the kingdom. Its rich mouldings and interlaced arcade are of the most exquisite workmanship. Like other early chapter houses in England it is rectangular in shape. The adjoining Canons' Vestry contains a curious old carving in stone (the 'Harrowing of Hell'), somewhat similar to the sculptures at Chichester Cathedral (p. 55) and believed by some to be of Saxon origin.

The body of the church is open free to visitors, but the sub-sacrist (fee 6*d.*) keeps the keys of the Chapter House, Elder Lady Chapel, and Berkeley Chapel.

To the S. of the Cathedral is a fragment of the old *Bishop's Palace*, burned by the rioters in 1831, when the Cathedral was saved by the vigour and determination of a Nonconformist lawyer. — To the W. of the Cathedral is **College Gate*, an admirably preserved Norman archway, with a smaller one by its side, belonging to the

old abbey-buildings. The mouldings are very elaborate. The superstructure, with restored oriel windows, is Perpendicular. — Adjacent is the *Central Library* (1905). On the other (N.) side of College Green, nearly opposite the Cathedral, is the **Church of St. Mark* (Pl. E, 4), known as the '*Mayor's Chapel*', a little gem of Gothic (E.E. to Perp.) architecture (restored) containing some curious old monuments and some old stained glass. It is open to visitors on Mon., Wed., and Frid., 11-3. In Unity St. is the large *Technical College* (Pl. E, 4) of the ancient and still existing company of the *Merchant Venturers*, incorporated in 1551.

From a visitor's point of view *Fry's Chocolate and Cocoa Works* (1100 hands), in Union St. (Pl. F, 3), and *W. D. & H. O. Wills's Tobacco Factory* in East Street, Bedminster (Pl. G, 6), are among the most interesting manufactories of Bristol. — The charming little '*Arno's Vale Cemetery*, at the S.E. corner of the town, contains the grave of *Robert Hall* (d. 1831).

The pleasantest approach to the high-lying suburb of **Clifton** (hotels, see p. 121) is from College Green, either through *Park Street* (Pl. E, 4) or over *Brandon Hill* (Pl. D, 4; 260 ft.). Or we may take the tramway (p. 122) to the *Hotwells* below the Suspension Bridge (Pl. A, 4), and ascend by the *Clifton Rocks Railway* (2d.).

Brandon Hill is crowned by the *Cabot Memorial Tower* (opened in 1898), designed by W. V. Gough, the foundation-stone of which was laid on 24th June, 1897, the 400th anniversary of John Cabot's first sight of the continent of North America. The tower (adm. daily, 9 till dusk; 2d.) is 105 ft. high (169 steps) and commands an admirable View of Bristol. — On the N.W. side of the hill is *Queen Elizabeth's College*, where 160 boys receive free education and board.

Park Street ascends from the N.W. angle of the Green. No. 45 is the house in which *Hannah More* (p. 129) and her sisters kept a school. To the left diverges Great George Street. Farther up, at the corner of Park Row and Queen's Road, to the right, is the site (formerly occupied by the Blind Asylum, removed to Westbury-upon-Trym) destined for the new buildings of **Bristol University**, for students of both sexes, which received its charter in May, 1909.

The nucleus of the university is **Bristol University College** (Pl. D, 3), opened in 1876, which stands in Tyndall's Park, behind the Museum (see below). — To the N. of the College is *Bristol Grammar School*, founded in 1531, and removed hither in 1879. Opposite is the new building of *Bristol Baptist College*, one of the oldest Nonconformist training-colleges in England, and in the same neighbourhood is the *Western Congregational College*, transferred hither from Plymouth.

Adjacent is the imposing **Art Gallery** (1905), containing a museum of antiquities and industrial products on the groundfloor and a picture-gallery (examples of Turner, Morland, Müller, etc.) on the first floor. The building is open free on Wed. & Sat. 10-9, other week-days 10-6; the picture-gallery also 2-5 on the 1st and 3rd Sun. in each month. Next door is the *Bristol Museum and Reference Library* (Pl. D, 3; open free, 10-9; closed on Sun. & Frid.), with collections of natural history and geology, and a library (50,000 vols.) including a good copy of an original portrait of Sebastian Cabot (destroyed by fire). — Farther on are the *Victoria*

Rooms (Pl. D, 3), in a Grecian style, with Egyptian details, in front of which is a *South African War Memorial* (1905). Opposite it (to the right) is the *Fine Arts Academy* (Pl. D, 3), containing modern paintings and a series of portraits in pastel (Geo. Washington, Maddison, etc.) drawn during a residence in America by Mr. Sharples (adm. free). An annual Exhibition is held here in spring (adm. 1*s.*; 6*d.* on holidays).

From this point *White Ladies Road*, to the right, leads straight to *Durdham Down* (nearly 1 M.), passing near *Clifton Down Station* (Pl. C, 2). The shortest way to (1/2 M.) Clifton Down and the Suspension Bridge is to the left, through Queen's Road (Pl. C, 3), and then, at Victoria Square (Pl. C, 4), to the right. The lofty spire of *Christ Church* (Pl. B, 4), situated at the E. end of Clifton Down, now serves as our land-mark.

***Clifton Down** (Pl. A, 1-4; 235 ft.) is an elevated grass-grown plateau of limestone formation, dotted with fine trees and fringed with the villas of well-to-do Bristolians. On the W. it is bounded by the *Avon*, here flowing through a deep and highly picturesque gorge, the rocky wall of which is named **St. Vincent's Rocks*. In the face of the rocks is the *Giant's Cave* (view), formerly used as an oratory, now approached from the so-called *Observatory*, containing a camera obscura, on the height adjoining the bridge (tunnel 6*d.*, observatory 6*d.*). The gorge is crossed by a noble **Suspension Bridge* (Pl. A, 4; toll 1*d.*), with a single span of 700 ft. and 250 ft. above the surface of the water; it originally spanned the Thames at Hungerford near Charing Cross, but was re-erected in its present position in 1864. On the W. bank, a little below the bridge, a deep wooded hollow known as **Nightingale Valley* descends to the river-gorge, and both here and on the Observatory hill are extensive traces of British earthworks, with later Roman modifications. A zigzag path descends to the *Hotwells*, which have been known for 400 years and enjoyed a great reputation in the days of 'Humphrey Clinker' and Miss Burney's 'Evelina'. The spring was afterwards lost in the Avon, but has now been recovered and supplies an attractive and commodious *Spa and Pump Room*, on the top of the cliff, near the upper end of the cliff-railway (p. 127).

Those whose time is limited may return to Bristol from the Hotwells by tramway; but even the most hurried visitor should at least go as far as the centre of the bridge in order to enjoy the view up and down stream. [The Avon is a tidal river, and it is very desirable to visit the bridge at high water, when its ugly, muddy bed is covered.] Those who have time should either cross the bridge to the beautiful *Leigh Woods* on the other side of the Avon, or follow the route described below.

To the N. Clifton Down is continued by **Durdham Down* (310 ft.), which has been secured for public use. By crossing Durdham Down on the river side we reach the (3/4 M.) *Sea Walls*, which command a fine view. A little farther on is a picturesque tower, known as *Cook's Folly*, now forming part of a villa. On the land-

ward side of Durdham Down are the **Zoological Gardens* (Pl. B, 2; adm. 6*d.*). Close by is *Clifton College* (Pl. B, 2), founded in 1862, now attended by 700 pupils, and ranking among the chief public schools of England. Its close is one of the prettiest cricket-grounds in the country. Near the College stands *All Saints* (Pl. C, 2), a modern church by Street, noticeable for the unusual design of its nave and aisles. — We may return to Bristol by the tramway traversing White Ladies Road, or by train from Clifton Down Station (Pl. C, 2).

Excursions. About 3½ M. to the N.W. of Clifton lies *King's Weston*, a country-house on the Avon, with a beautiful park. Adjacent, to the E., is *King's Weston Down*, with a well-defined British camp, and to the W., *Penpole Point*, commanding a charming view. At the S.W. base of the latter, near the mouth of the Avon, is the village of *Shirehampton* (see below). About 1½ M. to the N. of King's Weston, in a pleasant dale, is *Blaize Castle*, containing a fine collection of paintings. The grounds (visitors admitted on Wed. & Sat., 2-6, after previous application to Mrs. Harford) command excellent views of the Bristol Channel and the coast of S. Wales. On *Blaize Hill* is another of the numerous ancient entrenchments round Bristol. — *Dundry Church* (adm. 3*d.*) with its fine tower (1483), 4 M. to the S.E., on the top of a lofty down (765 ft.), is a fine point of view and itself a conspicuous object in the view from *Clifton Down* (p. 128). — Among the more distant points of interest within the limits of a day's excursion from Bristol are *Chepstow* (p. 189) and *Tintern Abbey* (p. 188), *Wells* (p. 131), *Glastonbury* (p. 134), the *Cheddar Cliffs* (p. 130), *Bath* (p. 116), *Weston* (p. 135), and *Clevedon* (p. 130).

From Bristol to Portishead, 11½ M., railway in ¼ hr. (2*s.*, 11½*d.*), skirting the S. bank of the Avon. — *Portishead* (Como; Royal Hotel) is a small watering-place and residential suburb on the Severn estuary, with docks belonging to Bristol. Steam-tramway to *Weston*, see p. 135.

From Bristol to Avonmouth, 9¾ M., railway in ½ hr. (fares 1*s.* 6*d.*, 9*d.*). — This line passes several suburban stations and beyond a tunnel, 1 M. long, emerges on the E. bank of the Avon. 6¼ M. *Sea Mills*; 7¾ M. *Shirehampton* (see above). — 9¾ M. *Avonmouth* (hotel) has a pier and very extensive docks belonging to the city of Bristol. Avonmouth is about to be connected with the G.W. main line by a new branch to *Filton* (see below), and may become the starting-point of a new line of passenger-steamers to Montreal.

From Bristol to Severn Tunnel Junction (for S. Wales), 17 M., Great Western Railway in 35 min. (fares 3*s.*, 2*s.*). — The first stations are (1 M.) *Lawrence Hill* and (1¾ M.) *Stapleton Road*, the birthplace of Hannah More (1745-1833; see pp. 127, 130). Near (2½ M.) *Ashley Hill* are the well-known Müller Orphanages, established by *George Müller* (d. 1898) in 1836, and now containing upwards of 2000 children. The Orphanages are still conducted on the principle of trusting to the voluntary and unsolicited contributions of the charitable, and possess no endowments or regular income of any kind. Visitors are admitted to the different houses on week-days (Mon. excepted) at 2.30 and 3 p.m. (also 3.30 p.m. in summer). — Between (4¾ M.) *Filton*, and (6½ M.) *Patchway* we join the main line from London to S. Wales (R. 26), soon afterwards passing through the *Severn Tunnel*; see p. 206.

From Bristol to Penzance, 298½ M., railway in 6 hrs. (fares 34*s.* 9*d.*, 17*s.* 4½*d.*), see RR. 16, 17, 18. Express (through-carriages) once daily in each direction, between Wolverhampton, Bristol, Exeter, and *Penzance* (p. 158); comp. p. 193.

From Bristol to *Taunton* and *Exeter*, see R. 16; to *Gloucester*, *Cheltenham*, *Worcester*, *Birmingham*, *Derby*, and *the North*, see R. 24; to *Frome* (Yeovil, Weymouth), see p. 103.

16. From Bristol to Exeter.

Wells.

75½ M. Great Western Railway in 1½-4 hrs. (12*s.* 6*d.*, 6*s.* 3½*d.*). — The train passes through a flat country, with few views of the sea.

Beyond the suburban station of (1 M.) *Bedminster* the train affords a view of the *Suspension Bridge* (p. 128) to the right and passes between *Dundry Hill* (765 ft.; p. 129) on the left and *Leigh Down* on the right. 5¾ M. *Flax-Bourton;* 8 M. *Nailsea.* — 12 M. *Yatton*, the junction for Clevedon (15½ M.) and for Wells, with an interesting church, visible to the left of the line.

Clevedon (*Walton Park*, 1¼ M. from the station, R. 4*s.* 6*d.*, D. 5*s.*; *Royal Pier; Hydropathic*, from 7*s.* 6*d.* per day), a small watering-place 4 M. to the N.W., has a pier and a good beach. Henry Hallam (d. 1859), the historian, and his son Arthur (d. 1833), the subject of Tennyson's 'In Memoriam', are buried in Clevedon parish-church (St. Andrew's). Coleridge lived at Myrtle Cottage here for some time after his marriage and the abandonment of his Susquehanna scheme (1795). **Clevedon Court*, the 'Castlewood' of 'Esmond', a fine old baronial mansion, has a façade of the 14th cent.; the grounds are open to pedestrians on Thurs., 2-5. Above Clevedon rises *Dial Hill*, an excellent point of view, about 1 M. from which are the ruins of *Walton Castle*. About 4 M. to the N.W. is a British entrenchment named *Cadbury Camp* (not to be confounded with Cadbury Castle, p. 103); at its base is the ancient parish-church of *Tickenham*, dedicated to SS. Quiricus and Julietta. — Steam-tramway from Clevedon to *Weston-super-Mare* and to *Portishead*, see p. 135.

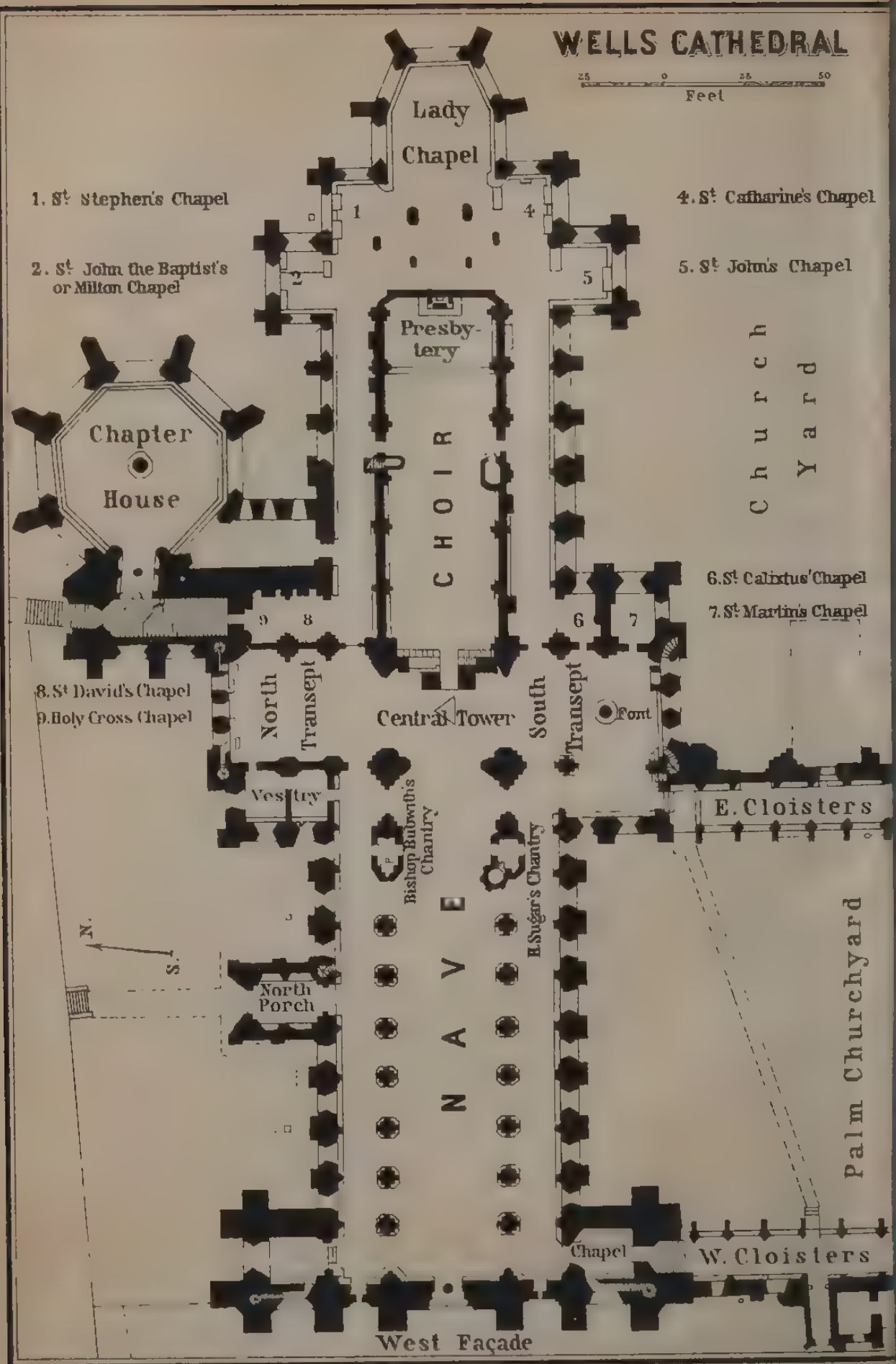
From Yatton to Wells, 18 M., railway in 1 hr. (fares 3*s.*, 1*s.* 5½*d.*). The first station is (1½ M.) *Congresbury* (Ship & Castle), with a vicarage of the 15th cent. and a large village-cross.

Light Railway viâ (3 M.) *Wrington*, (4¼ M.) *Langford*, and (5 M.) *Burrington*, to (6½ M.) *Blagdon* (Seymour Arms; George), on the N. slope of the Mendip Hills, whence coaches run in summer past Cheddar Cliffs to Cheddar (see below). — John Locke (1632-1704) was born (house pulled down) at Wrington, the Perp. church of which has a fine square W. tower. Hannah More (p. 129), who lived at Barley Wood, a cottage at *Cowslip Green*, 1½ M. to the S.E., is buried in the churchyard.

8 M. *Axbridge* (Lamb), a small and ancient town, with interesting brasses in its church. — Near (9½ M.) *Cheddar* (Cheddar Cliffs Hotel, 1 M. from the station; Bath Arms; Rail. Rfmt. Rooms) are **Cheddar Cliffs* (350 ft.), the highest limestone cliffs in the country, flanking an imposing chasm, 1 M. long, through which a narrow road ascends in windings to the summit of the Mendips. The **Cheddar Caverns* contain very fine stalagmites and stalactites (adm. to each of the two principal caves 1*s.*; *Gough's* the larger and grander, *Cox's* the more graceful).

The environs of Cheddar comprise many other charming points for excursions, among which may be mentioned *Black Down* (1065 ft.), the highest of the *Mendip Hills*, 3 M. to the N., with a small Roman amphitheatre. The pastures of the lower lands are very rich, and 'Cheddar Cheese' has long been famous. — About 3½ M. to the S. of Cheddar station is *Wedmore*, where King Alfred made peace with the Danes in 878. The interesting church dates from the 13-15th centuries

16½ M. *Wookey* is the station for the *Wookey Hole Cavern* (adm. 1*s.* 6*d.*; a party 1*s.* each), from which the river *Axe* issues. Near it,


WELLS CATHEDRAL
25 0 25 50
Feet
Lady Chapel
1. St Stephen's Chapel
2. St John the Baptist's or Milton Chapel
4. St Catharine's Chapel
5. St John's Chapel
Presbytery
CHOIR
Church Yard
Chapter House
6. St Calixtus' Chapel
7. St Martin's Chapel
8. St David's Chapel
9. Holy Cross Chapel
North Transept
Central Tower
South Transept
Font
Vestry
E. Cloisters
Bishop Bubwith's Chantry
E. Sugar's Chantry
NAVE
N.
S.
North Porch
Palm Churchyard
Chapel
W. Cloisters
West Façade
Wagner & Debes' Geog. Estab.t Leipz

in a cave above the stream, bones of elephants, hyænas, etc., have been found, mixed with human remains and wrought implements.

18 M. **Wells.** — Swan, Sadler St., near the cathedral, R. *4s.*, D. *4s. 6d.*, variously judged; Star, High St., R. *3s. 3d.*, D. *3s.*; Mitre, Sadler St., a private hotel, R. from *2s. 6d.*, D. *2s. 6d.* — The *Great Western Station* (Tucker St.) and that of the *Somerset & Dorset Line* (Priory Road; comp. p. 120) are ¼ M. apart.

Wells, a small and ancient city with 4849 inhab., is prettily situated at the foot of the Mendip Hills. It has been the see of a bishop since the 10th cent. (see below) and is perhaps the most characteristic cathedral-city in England.

The ***Cathedral**, dedicated to St. Andrew, is, in its present condition, predominantly an E.E. building of the 12th and 13th centuries. *Bishop Joceline* (1206-42) is commonly called the 'Foundator Alter', but recent researches assign the three W. bays of the choir, the transepts, and the E. part of the nave including the N. porch to *Bishop Reginald Fitzjoceline* (1174-91). It is the third church on the same site. The first (perhaps of wood) was erected in the 8th cent. by the Saxon king Ina, as a collegiate church for a body of secular clergy. This was replaced by a Norman cathedral (1135-66), some fragments of the masonry of which still remain. The bishopric was founded in 909 by Edward the Elder, as the bishopric of Somerset, and for a time the see was afterwards removed to Bath (comp. p. 118). Roger (1244-7) was the first bishop of Bath and Wells so called. The church as designed by Bishop Joceline was finished by the erection of the *Chapter House* in 1319 and the completion of the upper part of the *Central Tower* (165 ft. high) about 1322. Thereafter a complete transformation of the E. part of the church seems to have been taken in hand, beginning with the *Lady Chapel* (ca. 1326), while the *Presbytery*, as it now stands, dates from about 1350. The *Vicars' Close* was added in the 14th cent. and partly altered in the 15th. The upper parts of the *W. Towers* and the *Cloisters* are Perpendicular. — Though comparatively small in size (383 ft. long; 82 ft. wide across the nave and aisles; 67 ft. high), Wells Cathedral takes rank among the finest churches in England, and some authorities do not hesitate to give it the first place of all. The best general *View of it is obtained from the Shepton Mallet road, about ¼ M. from the city.

Mr. Freeman asserts that the group of ecclesiastical buildings at Wells has no rival either in its own island or beyond the sea. 'To most of these objects, taken singly, it would be easy to find rivals which would equal or surpass them. The church itself cannot from mere lack of bulk hold its ground against the soaring apse of Amiens, or against the windows ranging, tier above tier, in the mighty eastern gable of Ely. The cloister cannot measure itself with Gloucester or Salisbury; the chapter-house lacks the soaring roofs of York and Lincoln; the palace itself finds its rival in the ruined pile of St. David's. The peculiar charm and glory of Wells lies in the union and harmonious grouping of all'. It has preserved its ancient buildings and arrangements more perfectly than any other English cathedral; and it has been uninterruptedly in the possession of a chapter of secular canons. Comp. the Introduction, p. xlvii.

We enter the Cathedral Close by *Brown's Gate* (the 'Dean's Eye'), in Sadler St., or by the *Penniless Porch*, in the market-place. These as well as the *Chain Gate* (see below) and the '*Bishop's Eye*', leading from the market-place to the palace, were built by Bishop Beckington (1443-64). The chief exterior glory of the cathedral is the beautiful *West Façade*, 147 ft. wide and most elaborately adorned with arcading and sculptures (600 figures in all). It has been restored since 1870 with great care and tact. The sculptures, which include the finest examples of mediæval carving in England, were added about 1280, almost at the same time as Niccolò Pisano was reviving the art of sculpture in Italy; and their style and beauty suggest that they are the work of Italians, though a common opinion has long attributed them to native English artists. Beautiful as this façade is, it shares with the W. fronts of Lincoln and Rouen the reproach of being architecturally a mere mask, since the towers are really placed outside of the aisles of which they affect to form the ends. The charming **North Porch*, completed before 1189, is the oldest part of the present church; it is in the E.E. style, though retaining traces of Norman influence. Before entering the cathedral we should also notice the exterior of the Chapter House and the curious gallery running above the Chain Gate and connecting the church with the Vicars' Close.

Interior (services at 10 a.m. and 3 p.m.; adm. to Lady Chapel 6*d.*). A good view of the interior is obtained from the W. end, and the general effect is noble and imposing. The Nave, which is 192 ft. long, is somewhat narrow in proportion to its height, and it has the distinct character (according to Mr. Freeman) of having its main lines horizontal rather than vertical. Among the first features to strike the eye are the curious inverted arches inserted in 1338 to prop up the central tower, and forming the general outline of a St. Andrew's Cross. The foliage of the capitals is very elaborate and is interspersed with birds and animals. The triforium is carried backwards over the aisles. At the E. end of the nave are two interesting *Chantries* of the 15th cent. (Bishop Bubwith, d. 1424; Hugh Sugar, d. 1489), and on the S. side, in the centre, is a *Minstrels' Gallery*, also of the Perp. period. The stained glass in the W. window dates from the beginning of the 16th cent., and was mainly brought from abroad. The colouring on the vault is a modern reproduction from traces of the original design. The stone pulpit, erected in 1541-7, is the only Renaissance work in the church. — The Transepts resemble the nave in general character and are flanked with aisles. The capitals of the piers here are very rich and quaint. The fan-vaulting above the cross is fine. The S. transept contains the *Font* (a relic of the Norman cathedral, p. 131) and some interesting monuments, including the remains of the Perp. chantry of *Bishop Beckington* (d. 1464). In the N. transept, the W. aisle of which is shut off by a Perp. screen and divided into two chapels, is a curious old *Clock*, with figures set in motion at the hours, originally constructed by a monk of Glastonbury about 1325 (works modern; original in S. Kensington Museum). The chapels in the E. aisle of the N. transept are entered from the choir-aisle.

The *Choir, which is separated from the nave by a Perp. screen surmounted by the organ, forms with the Presbytery and Lady Chapel one of the most beautiful ecclesiastical interiors in this country. The three W. bays are in the style transitional between Norman and E.E., while the three E. bays are perfect specimens of Early or Geometrical Decorated. The stalls are modern, but the old misericords have been

preserved. The beautiful 'Golden Window' at the E. end and the two clerestory windows on each side of it are filled with fine glass of the middle of the 14th century. A memorial window to *Bishop Ken* (d. 1711) was inserted in the N. aisle in 1885. At the back of the altar is a low *Screen*, forming the end of the choir proper. The choir is connected with the Lady Chapel by the *Retro-Choir*, with beautiful clustered columns of Purbeck marble. *Bishop Joceline* (p. 131) is interred in the centre of the choir, though his tomb has been destroyed; and there are several interesting monuments of bishops and others in the aisles and chapels.

The apsidal termination of the cathedral is formed by the *Lady Chapel, with its 'matchless grouping of slender pillars and no less matchless harmony of colour'. It also belongs to the early Dec. period, and the stained glass, made up chiefly of fragments from other parts of the church, is of contemporary date. The *Chapel of St. John the Evangelist*, or S.E. transept, contains a brass of 1618, with a curious Latin epitaph, and the massive tomb of Dean Gunthorpe (end of 15th cent.).

The octagonal *Chapter House, with its beautiful Geometrical window-tracery, dates from about the year 1300, and is a fine example of the period. The ribs of the vaulting radiate from a large shafted column in the centre. The Chapter House is reached from the cathedral by a beautiful *Staircase*, with admirable details, ascending from the E. aisle of the N. Transept and leading also to the gallery above the Chain Gate (see below). The separation of the Chapter House from the Cloisters is not unusual in churches of the old or secular foundation. Below the Chapter House is a curious *Undercroft* or *Crypt* (entered from the N. choir-aisle), half-a-century earlier than the Chapter House itself and containing various antiquarian relics. — The Central Tower, ascended by a staircase from the S. Transept, affords a good *View of the little mediæval city below. — From the S.W. corner of the same transept we enter the spacious Perp. Cloisters, which have no walk on the N. side. The Chapter Library is over the E. alley of the cloisters; an almost unique example of a pyx-canopy and a crozier (both 13th cent.) are preserved here. Over the W. alley is a small *Museum* (daily 11-12 and 2-4).

To the S. of the cathedral, beyond the cloisters, is the picturesque *Episcopal Palace, built by Bishop Joceline (p. 131) and surrounded with a moat and bastioned wall by Bishop Ralph of Shrewsbury (1329-63). The most interesting features are the ruins of the *Great Hall*, added in 1274-92, and the Dec. *Chapel*. The actual residence of the bishop is on the E. side of the quadrangle. The vaulted lower floor, originally used as a store-house, has been converted into a dining-room and entrance-hall. The grounds are shown by the lodge-keeper on application (sometimes also the crypt). — On the N. side of the cathedral stands the *Deanery*, a good example of a mansion of the 15th cent., with turrets, buttresses, and battlements. It has suffered from restoration by Sir Chris. Wren, who, however, spared Dean Gunthorpe's N. building and the pre-Tudor dining-hall. The College Library occupies the site of the *Archdeaconry*, a little farther to the E., opposite the N. porch. Some of the *Canons' Houses* are also interesting 15th cent. buildings. — Another important ecclesiastical building at Wells is the *Vicars' Close, a unique and highly picturesque enclosure, containing a chapel, a library, a common hall, and residences for priest and lay vicars (originally 42), now occupied by students of the Theological College. One house has been restored to its original condition as in the 15th century. The Vicars' Close communicates with the cathedral by a unique *Gallery* or *Bridge* (1460), passing above the Chain Gate (comp. p. 132).

After the cathedral group the most interesting building in Wells is *St. Cuthbert's Church*, near the G.W.R. station, originally an E.E. edifice, but transformed in the Perp. period. The W. tower is particularly fine. Near this church are *Bishop Bubwith's Almshouses*. The new *Central Schools* stand on the site of St. John's Priory. — A good view of the city is obtained from the *Tor Hill*, on the

way to which we pass the copious *Springs of St. Andrew*, the chief of the 'wells' that give name to the city. They feed the moat of the Episcopal Palace; and the water, the use of which was granted to the city by Bp. Beckington (p. 132), still flows through its streets.

A branch-line runs S. from Wells to (5½ M.) **Glastonbury** (*George*, a quaint 15th cent. structure, R. 4*s.*, D. 4*s.*; *Crown*, well spoken of, R. 3*s.*, D. 3*s.*; *Red Lion*), an ancient town, renowned in fable as the spot where Joseph of Arimathæa founded the first Christian church in England, and as the Isle of Avalon, where King Arthur and Queen Guinevere were buried. In sober fact '*Glastonbury Abbey* † can trace its foundation back to the 6th cent. and is 'the one great institution which bore up untouched through the storm of English Conquest, the one great tie which binds our race to the race which went before us, and which binds the church of the last 1300 years to the earlier days of Christianity in Britain' (Freeman; comp. p. xxxviii). King Ina founded or refounded a monastery here in the 8th cent. and dedicated it to SS. Peter and Paul; and in the 10th cent. *St. Dunstan*, who was born and educated at Glastonbury, built a church of stone to the E. of the primitive British church (the '*Vetusta Ecclesia*') of wattles and timber. Dunstan's church was pulled down in the 12th cent. to make way for a Norman edifice on a larger and grander scale. Scarcely was this finished, however, when it was burned down by a fire (1184) which destroyed also the 'Vetusta Ecclesia', then dedicated to the Virgin. Henry II. immediately rebuilt this Lady Chapel, also known as the Chapel of St. Joseph, and then began, some 60 ft. to the E., the reconstruction of the main church on a still more sumptuous scale than ever, which was finished in 1303. The space between these erections afterwards became the site of an antechapel, connecting the Lady Chapel with the main church and thus forming one great church about 520 ft. in length. The Abbey was suppressed and dismantled by Henry VIII., who hanged the last abbot on Glastonbury Tor in 1539. The scanty ruins of the church (adm. 6*d.*), long used as the stone quarry of the district, were purchased in 1908 and vested in the Bishop of Bath and Wells and two other trustees to be preserved for ever in the possession of the Church of England. The most interesting remains are those of the '*Chapel of the Virgin* or *St. Joseph*. There also exist a transeptal chapel, parts of the S. wall of the nave and choir, the two E. piers of the great tower, and some traces of the cloisters. Nearly all are in the transition Norman style, but the crypt below St. Joseph's Chapel is a 15th cent. addition. The most important relic of the secular buildings of the abbey is the massive stone *Kitchen* (to the S.W.) with four large fire-places, dating from the 14th century. Among the buildings which led Mr. Parker to describe Glastonbury as 'a perfect store of domestic antiquities' are the *George Inn* (see above), originally erected as an inn for pilgrims to the abbey; the so-called *Tribunal* (16th cent.), also in the High St.; and the *Abbot's Barn*, in Chilkwell St. The church of *St. John the Baptist* has a fine Perp. tower. In the Town Hall is an *Archæological Museum*. The site of the *Glastonbury Thorn*, which sprang miraculously from Joseph of Arimathæa's staff, and always blossomed on Christmas Day, is marked by a stone inscribed 'I. A. *Anno D.* XXXI'. (on *Wearyall Hill*, to the right of the road from the station to the town). The tree was cut down by a Puritan fanatic. — A good view of the environs is obtained from *Glastonbury Tor* (500 ft.). The tower (14-15th cent.) is a relic of an old chapel of St. Michael. A prehistoric lake-village was discovered in 1892 to the N.W. of the town. — *Sharpham Park* (now a farm-house), the birthplace of Henry Fielding (1707-54), lies 2 M. to the S.W. — From Glastonbury to *Highbridge* and *Templecombe*, see p. 120.

Beyond Wells the railway from Yatton runs on to *Shepton Mallet* (p. 120) and *Witham* (p. 103).

† See *Willis's* 'Architectural History of Glastonbury Abbey'.

Beyond Yatton (p. 130) the *Mendip Hills* come into sight on the left. Beyond (151/2 M.) *Puxton* a short loop-line diverges viâ *Worle* for (19 M. from Bristol) **Weston-super-Mare** (**Royal*, *Grand Atlantic*, at both R. from 4*s.* 6*d.*, D. 5*s.*; *Imperial; Royal Pier; Queen's; Railway*, R. from 3*s.* 4*d.*; *Plough*), a popular and well-sheltered watering-place with 19,047 inhab., situated on the Bristol Channel opposite the islands of *Steep* and *Flat Holm*. The beach is sandy, but at low water is marred by the muddy deposits of the Severn. An iron pier (1100 ft. long; adm. 2*d.*) connects the mainland with the rocky islet of *Bearnback* or *Birnbeck* and nearer the centre is another pier with a pavilion. The esplanade is more than 2 M. in length. There are golf-links near the town and a good swimming bath (6*d.*). The *Museum* (adm. 3*d.*) contains objects discovered at Worlesbury Camp (see below).

Among the numerous pleasant points near Weston-super-Mare are the well-wooded *Worlesbury* or *Worle Hill* (306 ft.), 1½ M. to the N., crowned by an old camp and commanding a magnificent view; *Uphill Old Church*, 2 M. to the S., on a rocky promontory affording an extensive view; *Woodspring Priory*, 4 M. to the N.; *Brean Down*, projecting into the sea to the S., beyond Uphill. Excursion-steamers in summer.

A steam-tramway plies almost hourly from Weston-super-Mare to (8¼ M.; fare 8*d.*) *Clevedon* (p. 130), going on every alternate trip to (14½ M.) *Portishead* (p. 129).

Beyond (21¼ M.) *Bleadon & Uphill* we cross the *Axe*. At (24¾ M.) *Brent Knoll* the conical green hill of that name rises to the left. — 27 M. *Highbridge;* 30¾ M. *Dunball*.

At Highbridge the G.W. Railway intersects the Somerset & Dorset line from *Burnham* (Queen's; Royal Clarence), a small watering-place 1½ M. to the W. with an excellent golf-course, to (12 M.) *Glastonbury* (p. 134; fares 2*s.* 3*d.*, 1*s.* 1½*d.*), *Evercreech Junction* (p. 120), and *Templecombe* (p. 108).

33¼ M. **Bridgwater** (*Royal Clarence; Bristol Arms*, commercial; *Railway; Albany Temperance*), an ancient town of 15,209 inhab., on the *Parrett*, 6 M. from the sea. It was taken by storm by Gen. Fairfax in 1645. The handsome *Church of St. Mary*, dating from 1420, possesses a slender spire, 175 ft. high, and contains a valuable altar-piece ('Descent from the Cross') of the Italian School. *St. John's* is a tasteful modern edifice. 'Bath Bricks' are made here of the peculiar slime deposited by the river. During spring-tides the Parrett is subject to a 'bore', or tidal wave, 3-6 ft. in height. *Admiral Blake* (1599-1657), born in a house still standing near the iron bridge, is commemorated by a statue in the centre of the town.

Bridgewater has two stations, both ¾ M. from the centre of the town and ½ M. apart. From the Somerset & Dorset Railway Station a branch-line runs viâ *Cossington* to *Glastonbury*, joining the line from Burnham (see above) at *Edington Junction*.

About 3 M. to the S.E. of Bridgwater lies *Sedgemoor*, where the Duke of Monmouth was defeated in 1685: the last fight deserving the name of battle that has been fought on English ground. — At *Nether Stowey*, 8 M. to the W. (motor-omn. 1*s.*), Coleridge lived in 1797-8 and wrote his 'Ancient Mariner'. In 1797 Wordsworth was his neighbour at Alfoxden (or Alfoxton) House. Nether Stowey lies near the *Quantock Hills*, among which numerous pleasant excursions may be made.

The train now follows the valley of the *Parrett* to (39 M.) *Durston Junction*, where we join the main line from London to Exeter (p. 103). To the right rise the *Quantock Hills* (p. 135). The fine church-towers of Taunton soon come into sight on the left.

45 M. **Taunton** (**London*, R. from 3*s.* 6*d.*, D. 5*s.*; *Castle; Great Western; Drayton; Ashton Temperance*, R. 2*s.* 6*d.*, D. 2*s.*, near the station), the county-town of Somersetshire, is an ancient and well-built town with 21,078 inhab., situated on the *Tone*, in the picturesque and fertile vale of *Taunton Deane*. The church of **St. Mary Magdalen* is a large and good example of the Perp. style, with double aisles, a finely carved roof, and a fine modern pulpit. The tower, 155 ft. high, is elaborately embellished with pinnacles, battlements, and carvings. *St. James's Church* also has a good tower. The *Castle*, originally founded about A.D. 700, dates in its present form from the 11th cent., with additions of the 13th and 15th centuries. It now contains the interesting museum of the *Somersetshire Archaeological Society* (adm. 2*d.*). The Great Hall, entered from the inner ward, was formerly the *Assize Court;* here Judge Jeffreys held the 'Bloody Assizes' of 1685, when hundreds of prisoners were condemned to death or the plantations. The *Shire Hall* contains busts of John Pym, Admiral Blake, John Locke, Bishop Ken, Henry Fielding, and other famous natives of Somersetshire. In 1645 the town was gallantly defended by Adm. Blake against the Royalists. Among the other chief buildings are the large *Independent*, *Queen's*, and *King's Colleges*, the *Barracks*, and the *Somerset County Club*.

From Taunton to Minehead, 24¾ M., G. W. Railway in 1 hr. (fares 4*s.*, 2*s.* 0½*d.*). This line forms the direct railway-route to *Exmoor* and *Lynton* (see R. 22) from the N. — The train diverges from the main line at (2 M.) *Norton Fitzwarren* and follows a beautiful valley between the *Quantock Hills* on the E. and the *Brendon Hills* on the W., which is traversed also by a picturesque road. — 5 M. *Bishop's Lydeard*, with an interesting Perp. church; 9 M. *Crowcombe;* 11¾ M. *Stogumber*. To the E. of (15 M.) *Williton* is the mansion of *St. Audries*, with a fine collection of paintings and curios. — 16¾ M. *Watchet* (West Somerset Hotel) is the junction of a short local line to *Combe Rowe*. A yew tree 5-6 ft. in height surmounts the church-tower of *Bicknoller*, near Watchet. — 19 M. *Washford* (inn) is the station for **Cleeve Abbey*, an interesting Cistercian ruin, ¼ M. to the S. (adm. 1*s.*), the chief features of which are the gate-house (13th cent.), part of the cloisters (15th cent.), the dormitory, the refectory (15th cent.), the common room, and the foundations of the church. — 21¼ M. *Blue Anchor*. — 23 M. *Dunster* (Luttrell Arms, R. 4*s.*, D. 4*s.* 6*d.*), with a majestic Elizabethan castle (seen to the left of the railway), situated in a large park, to which visitors are admitted on week-days before 1.30 p.m., except Sat. (tickets, 6*d.* each). Adjacent is *Conegar Hill*, surmounted by a tower. The *Church* is a Perp. (nave) and E.E. (choir) edifice, with a fine Perp. screen.

24¾ M. **Minehead** (*Métropole*, *Beach Hotel*, both near the station and the shore, at both R. from 4*s.* 6*d.*, D. 5*s.*; *Feathers*, in the town, ½ M. from the station, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*; *Wellington; Pier*, R. 2*s.*) is a little watering-place at the E. base of *North Hill*, with a fair beach, a pier (1901), an esplanade, golf-links, etc. It is a good starting-point for exploring *Exmoor* (see p. 178), and the Exmoor Stag Hounds hold some of their meets in the vicinity. In summer coaches ply twice daily to (7 M.) *Porlock* and (19 M.) *Lynton* (6*s.* 6*d.*; see p. 176), and another on Mon., Wed., and

Frid. to *Dunster* and *Dulverton* (5*s.* 6*d.*; see below). Among the pleasantest points in the vicinity are *Dunster* (2½ M.; p. 136), *Cleeve Abbey* (6 M.; p. 136), *Greenaley Point* (1½ M.), *Bossington Beacon* (5½ M.), *Selworthy* (5 M.; on the way to Porlock), *Grabhurst Hill*, near Dunster, and the *Brendon Hills* (p. 136).

FROM TAUNTON TO BARNSTAPLE, 44½ M., railway in 1½ hr. (fares 7*s.* 6*d.*, 3*s.* 9*d.*). This line, skirting the S. slopes of *Exmoor Forest* (p. 178), forms the direct railway approach to *Ilfracombe* (p. 171). — The first station is (2 M.) *Norton Fitzwarren* (p. 136). — From (21 M.) *Dulverton* (Carnarvon Arms, at the station, R. or D. 4*s.*; 'Lamb'; Red Lion, in the village, R. or D. 3*s.* 6*d.*), which lies 2 M. to the N. of the line, a visit may be paid to (5½ M.) the *Tor* or *Tarr Steps*, a rude stone bridge over the *Barle*, whence the pedestrian may go on to (19 M.) *Lynton* (p. 176). Coach to Dunster and Minehead, see above. From Dulverton a branch-line descends the valley of the *Exe* to *Bampton*, (12 M.) *Tiverton* (see below), and (26 M.) *Exeter* (p. 109). — The next important station is (34 M.) *South Molton* (George, R. or D. 3*s.*), a small market-town, whence there is a fine drive over Exmoor, viâ *Simonsbath* (p. 178), to (22 M.) *Lynton* (p. 176). — Farther on the train passes *Castle Hill*, the seat of Earl Fortescue, and crosses the *Bray* by a viaduct 100 ft. high. — 41 M. *Swimbridge* (p. 171). — 44½ M. *Barnstaple*, see p. 171.

From Taunton to *London*, see R. 14*a*; to *Ilminster* and *Chard*, see p. 108.

52 M. *Wellington* (Squirrel, R. 4*s.*, D. 3*s.* 6*d.*; King's Arms, plain), a small town from which the Duke of Wellington takes his title, lies at the foot of the *Black Down Hills*, one of which is crowned with the (1 hr.) *Wellington Monument*. Beyond the *White Ball Tunnel*, ⅝ M. in length, the train enters the county of *Devon*, renowned for its leafy lanes and wooded 'combes' or hollows, for its clotted cream and its cider. — From (60¾ M.) *Tiverton Junction* a branch diverges on the right to (5 M.) **Tiverton** (*Palmerston*, R. or D. 3*s.* 6*d.*; *Angel*, R. 3*s.* 6*d.*, D. 4*s.*), a town of 10,382 inhab., pleasantly situated at the confluence of the *Exe* and the *Leman* or *Lowman*. It contains a large *Church* of the 15th cent., the remains of an old *Castle*, *Blundell's Grammar School* (an old foundation), and a *Lace Factory* employing 1200 work-people. To Dulverton and Exeter, see above.

63 M. *Cullompton* (White Hart, plain), a small town of great antiquity, has an interesting church of the 16th century. The line now follows the valley of the *Culm*.

75½ M. **Exeter**, see p. 109.

17. From Exeter to Plymouth.

a. Viâ Newton Abbot *(Torquay)* and Totnes.

53 M. GREAT WESTERN RAILWAY (from St. David's Station) in 1½-2½ hrs. (fares 8*s.* 9*d.*, 4*s.* 4½*d.*). This route traverses a most picturesque district and skirts the S. side of Dartmoor (p. 146). From Exeter to (26 M.) *Torquay* in ¾-1⅔ hr. (fares ca. 4*s.* 3*d.*, 2*s.* 2*d.*).

Exeter, see p. 109. — Soon after leaving the station we obtain a fine view, to the left, of the mouth of the *Exe*. Beyond (4½ M.) *Exminster*, to the right, is *Powderham Castle*, seat of the Earl of Devon (no adm.). 8½ M. *Starcross* (Courtenay Arms), the station for Powderham, lies opposite Exmouth (ferry, see p. 112).

12 M. **Dawlish** (*Royal; Grand*, R. from 5*s*., D. 4*s*. 6*d*.; *Albert; London*, R. 3*s*. 6*d*., D. 3-5*s*.), a favourite little sea-bathing resort, under the lee of the *Great Haldon* (821 ft.), with comfortable bathing-arrangements. Ferry to Exmouth, 2*d*. — Near Dawlish the train reaches the coast and trends to the right. To the left are some curious detached rocks.

15 M. **Teignmouth** (*Royal*, on the Den; *London*, R. 3*s*. 6*d*.; *West Lawn Private*, 42-63*s*. per week; *Queen's)*, a large watering-place prettily situated at the mouth of the *Teign* (pron. *Teen*), here spanned by a timber bridge 1670 ft. long. From the middle of the grassy promenade called the *Den* a pier runs out into the sea. Numerous pleasant walks and drives in every direction, one of the pleasantest being to the top of the *Little Haldon* (811 ft.). Omnibus thrice daily to (2 M.) *Bishop's Teignton* (Huntly Hydropathic Establishment, 9*s*. per day, 3*l*. 3*s*. per week, quiet, well spoken of).

The line now skirts the estuary of the Teign, commanding a good view of the Haytor and Rippon Tor on Dartmoor (p. 146).

20 M. **Newton Abbot** (**Globe*, R. 4*s*., D. 5*s*.; *Commercial*, both in the town, 1/2 M. from the station; *Queen's*, R. from 3*s*. 6*d*., D. from 3*s*., near the station), a pleasant little town in the valley of the *Leman*, the junction of lines to Moreton Hampstead and to Torquay and Dartmouth. Its two lions are *Ford House* (on the Torquay road), a good specimen of the Tudor style, and the *Stone* on which William III. was first proclaimed king of England in 1688 (in the centre of the town). The *Grammar School* is celebrated. A little to the W. is *Bradley House*, parts of which date from the 14th century. Coaches run twice daily to various points of interest on Dartmoor (comp. below).

From Newton Abbot to Moreton Hampstead, 12 M., railway in 1/2-3/4 hr. (fares 2*s*., 1*s*. 0 1/2*d*.). This line affords the most convenient approach to the E. side of Dartmoor (p. 146). The first part of it follows the valley of the *Teign*. — 2 1/2 M. *Teigngrace*. — 4 M. *Heathfield* is the junction of a line from Exeter (p. 113).

6 M. **Bovey Tracey** (*Union; Dolphin*, R. 3*s*. 3*d*., D. 3*s*.) was long the demesne of the Tracey family, and the parish-church is said to have been built and dedicated to St. Thomas of Canterbury by Sir William Tracey, one of the archbishop's murderers. Bovey Tracey is a good centre for excursions to (3 M.) *Haytor* (Moorland Hotel, at Ilsington), (4 M.) *Manaton*, etc. Coaches in connection with the trains start here at 10.15 a.m. and 12.30 p.m. daily in summer, and reach Newton Abbot station about 6 p.m. They vary their routes daily, visiting *Haytor Rocks*, *Hound Tor*, *Bowerman's Nose*, *Manaton*, the *Becky Falls*, *Moreton*, *Dunsford Bridge*, *Ashburton*, *Holne Chase*, *Buckland*, *Spitchwick*, *Widecombe*, *Grimspound*, etc. Fares for the longer round 5*s*., box-seat 6*s*.; for the shorter round 4*s*., 5*s*. The above data are subject to alteration; enquiry should be made on the spot.

8 1/2 M. **Lustleigh** (*Cleave Hotel*), a romantically-situated little village, is the station for visitors to (1 M.) **Lustleigh Cleave*, a rock-girt and boulder-strewn upland valley. On one of the enclosing hills is a pile of rocks known as the *Nutcrackers*, from a logan stone so delicately poised as to crack a nut in its oscillation. Lustleigh is also the nearest station for *Manaton* (Half Moon), a beautiful little village 2 1/2 M. to the W., surrounded by tors (views). *Bowerman's Nose*, 1 M. from Manaton, is a curious natural formation, bearing some resemblance to a man, seated. A walk may also be taken to (1 M.) the *Becky Falls* and *Horsham Steps*.

12 M. **Moreton Hampstead** (*White Hart; Gray's White Horse*, R. from 2*s*.,

TORQUAY
1:29,800
Feet
Mile
Metres
Tor Bay
Victoria Park
Babbacombe
Golf Course
Walls Hill
Babbacombe Pt
Anstey's Cove
Bishopstone
Torre Railway Sta.
Torre Abbey
Torquay Railway Sta.
Torbay Road
Torbay Sands
Tor Abbey Sands
Outer Harbour
Corbon's Head
Bathing Cove
Daddy Hole Plain
Daddy Hole
London Bridge
East Shag
West Shag
Meadfoot Sands
Meadfoot Beach
Manor Gardens
Manor House
The College
Orland
Lisham Drive
Hope Farm
Stoodley Knowle
Ilsham Grange
Warberry Hill
Wellswood
Kents Cavern
Pilmoor
Upton Vale
Park Hill
Market
Pier
Pavilion
Pier Head
Post Office
Torre Hall
Abbey Road
Warren Road
Torwood Street
Lincombe Hill Road
Upper Lincombe Road
Lower Lincombe Road
Higher Lincombe Road
Ridgeway Road
Lisham Lane
Kilmorie Drive
Babbacombe Road
Babbacombe Downs
Walls Hill Road
Bishopstone Road
Kents Cavern Road
Warberry Road
Warberry Hill Road
Lower Warberry Road
Higher Warberry Road
Torwood Road
Torwood Gardens
Torwood Street
Torbay Road
Park Hill Road
Meadfoot Road
Meadfoot Lane
Meadfoot Sea Road
Thurlow Road
Belgrave Road
Belgrave Terrace
Lucius Street
Abbey Road
Abbey Park
Abbey Crescent
Abbey Terrace
Abbey Place
Abbey Street
Abbey Lane
Kings Drive
Torquay Road
Teignmouth Road
Newton Road
Barton Road
Barton Hill Road
Barton Reservoir
Forest Road
Brunswick Road
Brunswick Square
Brunswick Place
Brunswick Terrace
Bronshill Road
Walnut Road
Walnut Hill
Walnut Terrace
Rathmore Road
Rathmore Park
Rathmore Grove
Rathmore Gardens
Rathmore Terrace
Rathmore Lodge
Rathmore Cottages
Rathmore Avenue
Rathmore Drive
Rathmore Lane
Rathmore Place
Rathmore Road

D. from 2*s.* 6*d.*), a small town with 1600 inhab., on the E. skirts of Dartmoor, is the starting-point of coaches on Mon., Wed., Thurs., & Sat. in summer at 10.45 a.m. for drives across Dartmoor to *Princetown* (p. 145); fare 3*s.*, return 5*s.* 6*d.*, box-seat 1*s.* extra). Enquiries should be made beforehand. A good road leads from Moreton Hampstead across Dartmoor to (12 M.) *Two Bridges* (p. 146), whence we may go on to (8½ M.) *Tavistock* (p. 145), to (9 M.) *Horrabridge* (p. 146), or to (6 M.) *Princetown* (p. 145).

About 5 M. to the N.W. (omn. several times daily) lies Chagford (*Moor Park*, R. 2*s.* 6*d.*, D. 3*s.* 6*d.*; *Three Crowns; Globe*, R. or D. 3*s.* 6*d.*; *King's Arms*), a small town with 1500 inhab., conveniently situated for various interesting excursions in Dartmoor and a better headquarters for tourists than Moreton Hampstead. Among the most attractive spots in the vicinity are *Rushford Castle* (1½ M. to the N.; modern), *Gidleigh Castle*, a Norman ruin (2½ M. to the N.W.), and *Cranbrook Castle* (a British camp) and *Fingle Bridge* (3½ and 4 M. to the N.E.). A longer excursion may be made to *Castor Rock*, the *Gidleigh Antiquities*, and *Cranmere Pool*, a round of about 18 M. (7-8 hrs.; guide desirable). The antiquities are spread over a wide area, and include several curious stone circles and avenues, a British slab-bridge, cromlechs, etc. Cranmore Pool (drained) is a lonely hollow surrounded with morasses, and not easily found without help. The ascent of *Cawsand Beacon* (p. 144) may be combined with this excursion; and those who do not wish to return to Chagford may make their way from Cranmore Pool to (8 M.) Lidford, (9 M.) Two Bridges, or (6½ M.) Okehampton. From Chagford omnibuses ply to Moreton Hampstead (p. 138), to Okehampton (p. 144), and to Yeoford (p. 144); and a motor-car to Exeter (p. 109).

From Newton Abbot to Torquay and Dartmouth, 15 M., G.W. Railway in 1-1¼ hr. (fares 2*s.* 6*d.*, 1*s.* 3½*d.*). — 2½ M. *Kingskerswell*; 5 M. *Torre*, the station for the N. part of Torquay. Torquay station is on the W. margin of the town.

6 M. Torquay. — **Hotels.** *Imperial (Pl. a; C, 4), finely situated in grounds overlooking the sea, 1½ M. from the station (cab 2*s.*), R. from 5*s.* 6*d.*, D. 5*s.* 6*d.*, board 10*s.* 6*d.* — *Torbay (Pl. d; C, 3), to the W. of the harbour, with sea-view, R. from 5*s.* 6*d.*, D. 5*s.*; *Grand (Pl. f; A, 3, 4), at the railway-station, R. from 4*s.*, D. 5*s.*; *Victoria & Albert (Pl. e; B, 3), R. from 3*s.* 6*d.*, D. 5*s.*, Belgrave (Pl. g; B, 3), R. 5*s.*, D. 5*s.*, Belgrave Road; Osborne (Pl. h; E, 4), Meadfoot, 2 M. from the station, R. 3*s.* 6*d.*-5*s.*, D. 4*s.* 6*d.*, pens. from 3*l.* 3*s.*; Royal (Pl. c; C, 3), R. 3*s.* 6*d.*, D. 3*s.* 6*d.*, Queen's (Pl. b; C, 3), commercial and family hotels; Jordan's (Pl. i, C, 3; temp.), unpretending. — Torquay Hydro (Pl. k; D, 4), finely situated near Daddy Hole Plain, pens. 3½-5 guineas per week, well spoken of (unlicensed). — Numerous *Private Hotels*, *Boarding Houses*, and *Lodgings*. — The hotel-omnibuses meet the principal trains.

Electric Tramways from the Strand (Pl. C, 3) to *St. Marychurch* (p. 141), to *Wellswood*, and to *Torquay Station* (Pl. A, 3); from *Torre Station* (Pl. A, 1) to *St. Marychurch* and to *Beacon Quay*.

Cab with one horse for 1-3 pers., 6*d.* per ½ M.; for more than 3 pers. 1*s.* for the first ½ M. and 6*d.* each addit. ½ M. By time: 2*s.* or 3*s.* per hr., 1*s.* or 1*s.* 3*d.* for each addit. ½ hr.; after 9 p.m. (7 p.m. in winter) minimum fares 1*s.* 6*d.* or 2*s.* Luggage up to 112 lbs. free (for the station-cabs, 2*d.* for each package carried outside). — **Motor Omnibus** to *Torquay* and *Torre* stations; to *Paignton* (22 min.; 3*d.*). — **Coaches** daily in summer to *Dartmoor* (fare 5*s.*, box-seats 1*s.* extra).

Steam Launch to *Paignton* (p. 141) every ½ hr. in summer. — **Steamers** and **Sailing Yachts** make excursions in summer. — **Rowing Boat** 1*s.* per hr.; with boatman 1*s.* 6*d.* for the 1st hr., 1*s.* for each addit. hr.

Bathing Machine 6*d.* — **Public Baths** at the head of the Pier (Pl. C, 4).

Theatre (Pl. C, 3), Abbey Road; performances daily in the winter season. — *Bath Saloons* (concerts, etc.), Palm Garden; *Concert Hall*, Princess Pier. A *Band* plays daily (12-4) on the Strand.

Torquay, a town of modern growth, with 33,625 inhab., beautifully situated at the N. W. angle of *Tor Bay*, is a favourite resort of persons with delicate chests, on account of its mild and equable climate; and it contests with Brighton and Scarborough the title of Queen of English watering-places. In winter the thermometer seldom descends to 36° Fahr., while in summer the maximum heat is about 77°. The town, seen to greatest advantage from a boat in the bay, is spread over a number of small hills, which rise in terraces above the sea, and are dotted with well-built villas embosomed in a luxuriant semi-tropical vegetation scarcely paralleled elsewhere in England. 'It reminds one of Newport', says an American writer, 'in the luxuriousness of its foliage, the elasticity of its lawns, and its masses of flowers'. The bathing and boating are excellent, and the environs abound in charming walks and drives. Torquay is an important yachting station, and an annual regatta is held here in Aug. or Sept., while packs of harriers and fox-hounds are within easy reach. Golf is played at Babbacombe Down (p. 141) and at *Churston* (p. 141).

The ruins of *Tor Abbey* (Pl. A, B, 3; 12-14th cent.), in Avenue Road, are open to the public on Wed. afternoons (adm. 6*d*.), and *St. Michael's Chapel* (Pl. A, 1; E.E.), on a commanding site near Torre station, may be visited free of charge. The **Museum* (Pl. D, 3; adm. 1*s*.), in the Babbacombe road, contains a well-arranged collection of the bones found in Kent's Cavern (p. 141). In *St. John's Church* (Pl. C, 3) are two paintings by Burne-Jones. The *Inner Harbour* (Pl. C, 3, 4), which is skirted by the *Strand*, one of the principal promenades, lies about 1½ M. from the station. On the W. side of the *Outer Harbour* extends the *Princess Pier* and on the S.E. side is the older *Promenade Pier* (adm. 1*d*.), near the landward end of which are the *Torbay Yacht Club* and the *Public Baths and Assembly Rooms* (Pl. C, 4). Beyond the Imperial Hotel a public walk, commanding a good view of the bay, leads to a spot called the *Land's End*, beyond which is a natural rock-arch known as '*London Bridge*' (Pl. D, 4). The industrial specialty of Torquay is the making of articles in terracotta; visitors are admitted to the works of the *Torquay Terracotta Co.* at Hele Cross, near Torre station (Pl. A, 1), and the *Watcombe Terracotta Co.* (p. 141).

Walks and Excursions. From the Torbay Yacht Club we may ascend by Park Hill Road to *Daddy Hole Plain* (Pl. D, 4), an elevated plateau commanding a good view. Thence we descend to the sandy bay known as *Meadfoot* (Pl. E, 4), on the hillside above which are the public *Manor Gardens*. Torquay may be regained viâ the picturesque Lincombe Drive, which skirts the N. side of the gardens; or we may extend our walk by following the Sea Road along the S. of the gardens to Ilsham Lane, which strikes inland to *Ilsham Grange* (Pl. F, 2), a farm-house of the 15th cent., formerly belonging to Tor Abbey, and situated at the head of a beautiful combe. A little farther on we join the following excursion.

The following *Walk need not take more than a short half-day, unless prolonged by boating or bathing. Starting from the harbour we pass through Torwood St. and ascend the Babbacombe road (Pl. D, E, 3, 2),

till we reach a notice-board indicating the way (right) to **Kent's Cavern** (Pl. E, 2; open 10*d*.; 1-3 pers. 1*s*. 6*d*., each addit. pers. 6*d*.), a limestone cave less interesting for its extent or stalagmites than for the extraordinary quantity of bones and flint implements found here, and their important testimony to the antiquity of man (comp. p. 140). After visiting the cavern we return to the road and follow it to the foot of the hill, where a sign-post shows the uphill way to the left to (½ M.) ***Anstey's Cove** (Pl. F, 1). A notice-board to the right, with an inscription in verse, marks the point where we leave the road to descend to this pretty little bay, where boats and bathing-machines may be hired. — We may now either cross the ravine and take a path along the cliffs, or return to the road and follow it to (1 M.) *Babbacombe* (Pl. D, 1; Royal Hotel, R. or D. 3*s*. 6*d*.; Cary Arms, on the beach; Babbacombe Hall, a private hotel), where we descend to the right (sign-post) to ***Babbacombe Bay**, another rock girt bay, where beautiful effects of colouring are produced by the white beach, the red cliffs, the green trees, and the blue sea. Boats may be hired here, but bathers must go on to *Oddicombe Beach*, forming an additional wing of Babbacombe Bay. The *View from Babbacombe Down embraces a long line of coast in both directions. At *St. Marychurch*, adjoining Babbacombe, is a handsome modern Roman Catholic Church. From Babbacombe we may go on by boat or by road to (1½ M.) *Watcombe*, with its *Giant Rock* and its terracotta works; or we may return direct across *Warberry Hill* (Pl. D, 2; view) to (2 M.) Torquay.

To the W. a pleasant walk may be taken through typical Devonshire lanes to (1¾ M.) *Cockington*, with its ivy-clad church; (4 M.) *Marldon*, the church of which (14-15th cent.) contains several monuments of the Gilberts of Compton; and (5 M.) **Compton Castle** (now a farm-house), erected in the first half of the 15th century. Longer excursions may be made to (8 M.) *Berry Pomeroy Castle* (p. 143), *Dartmouth* and the *Dart* (see below), *Teignmouth* (p. 138; by the coast), *Dartmoor* (p. 146), etc.

On resuming the railway-route to Dartmouth we soon reach (8 M.) **Paignton** *(Esplanade; Redcliffe*, pens. 10*s*. 6*d*., well spoken of; *Gerston; Commercial*), a favourite watering-place and health-resort, with an excellent sandy beach and a pier. Beside the Interesting *Church* rises the *Bible Tower*, a relic of an episcopal palace, named from the tradition that Bishop Miles Coverdale, the translator of the Bible, was its last occupant. Motor-omnibuses to *Torquay* (p. 139) and to *Totnes* (p. 142). — 11 M. *Churston*, with golf-links.

A branch diverges here on the left (fares 1*d*., 3*d*., 2*d*.) to (2 M.) **Brixham** *(Bolton; Globe)*, a small fishing-town noted for its trawlers, with a statue of William III., erected to commemorate the two hundredth anniversary of his landing here in 1688. The rock upon which William stepped from his boat is preserved on the pier. About 1¼ M. to the E. is *Berry Head*, with traces of Roman occupation; and in the other direction, not far from the Bolton Hotel, is *Brixham* or *Philp's Cavern*, second to Kent's alone in the interest and extent of its bone relics.

The railway ends at (14¾ M.) *Kingswear* (Royal Dart), whence passengers are ferried across the *Dart* to (¼ M.) —

Dartmouth *(Castle*, opposite the landing-stage, R. 4*s*. 6*d*., D. 4*s*.; *Raleigh*, R. from 3*s*. 6*d*., D. 3*s*. 6*d*.; *King's Arms)*, a quaint little seaport of 6579 inhab., with a roomy and very picturesque harbour, formerly of much greater importance than at present. It is mentioned by Chaucer in the Prologue to the 'Canterbury Tales' ('Dertemouthe'). The interesting old **Church of St. Saviour's* (14th cent.), on the way to which we pass the quaintly-carved arcade of the

so-called *Butter Walk* (1640), contains a coloured wooden screen, galleries with the carved and gilt arms of the merchant families of Dartmouth, a curiously carved stone pulpit, a fine brass slab to John Hawley (in front of the altar), and oaken pews for the Corporation. The *Britannia Naval College*, a spacious edifice on Mt. Boone, has superseded the Britannia training-ship since 1905. — A pretty road leads along the Dart to the (1 M.) *Castle* at its mouth, now a coast-battery (fine view from the top of the castle-mound). Adjacent is *St. Petrock's Church*.

From Dartmouth a charming excursion may be made up the river *Dart* to (10 M.) *Totnes* (see below) by a small steamer plying twice or thrice daily in summer (1¼ hr.; fares 1*s.* 6*d.*, 1*s.* 3*d.*, return 2*s.* 6*d.*, 2*s.*). Opposite (3 M.) *Dittisham* is *Greenway House*, at one time the residence of Sir Walter Raleigh, who is said to have been in the habit of smoking his pipe on the 'Anchor Rock' in mid-stream (marked by an iron 'anchor'). Beyond (6½ M.) *Duncannon* we enter the prettiest part of the course, the winding reaches of *Sharpham*, wooded down to the water's edge. — The landing-place at Totnes is about ¼ M. below the bridge (see below).

A coach (fare 3*s.* 6*d.*) runs twice daily from Dartmouth viâ *Slapton Sands* (hotel) and (8 M.) *Torcross* (Hotel, pens. 7*s.* 6*d.*-8*s.* 6*d.*) to (15 M.) *Kingsbridge* (p. 143). — From Torcross pedestrians may follow the coast to (4 M.) *Start Point* (lighthouse), (5 M.) *Prawle Point* (inn), and (6 M.; in all 15 M.) **Salcombe** (**Marine Hotel*, on the estuary, with gardens, 3-3½ guineas per week; *Victoria; York House; King's Arms*), a charming little watering-place on the W. side of the estuary (ferry), whence an omnibus (1*s.* 6*d.*) and a small steamer (4*d.*) ply to (6½ or 6 M.) Kingsbridge (p. 143). A steamer also plies in summer to *Plymouth* (p. 147; 2*s.*). On *Bolt Head*, 2 M. to the S. of Salcombe, the first wireless telegraph station of the post-office was opened in Dec., 1908.

Continuation of Railway to Plymouth. Beyond Newton Abbot the train leaves the valley of the Teign, threads a tunnel, and descends into the valley of the *Dart*, which it crosses at Totnes.

29 M. **Totnes** (**Seymour*, R. 4*s.*, D. 4*s.*, **Seven Stars*, near the bridge; *Castle*, in the main street) is an ancient little town of 4034 inhab., 'hanging from E. to W. on the side of a hill' (Camden) and containing numerous quaint old houses with piazzas and projecting gables. From the station we ascend to the castle (p. 143) by the road passing a sign-board which indicates the way to the Castle Hotel and leading through an old gateway *(North Gate)*.

Arriving by water (see above) we cross the bridge and ascend the steep main street *(Fore Street)*, passing a road leading to the right to the station. Beyond the bridge a monument commemorates *William John Wills* (d. 1862), the first explorer who crossed the Australian continent. Farther up, also to the right (in the pavement), is the so-called '*Brutus Stone*', the very stone, according to hoary tradition, on which Brutus of Troy first set foot on landing in Britain. Beyond this we pass through the old *East Gate*, spanning the street, and reach the **Church* (key at a cottage on the N. side), a good Perp. building (15th cent.), with a fine tower. The interior (restored) contains a carved stone rood-screen, a good W. window, and a curious monument (W. end) to Kit Blackhall and his four wives.

The only relic of the *Castle (*3d.*; ring), ascribed to a follower of the Conqueror, is the keep, consisting of two circular stages placed one on the top of the other, like a larger and smaller cheese. Fine view from the top (to the W. two curiously clipped yews).

Totnes is the nearest railway-station to *Berry Pomeroy Castle (adm. 6d.), a picturesque ivy clad ruin, 2¹/₂ M. to the E. The castle was originally erected in the Norman epoch, but the oldest existing parts date from the 13th century. In its prime the mansion was so extensive that it 'was a good day's work for a servant but to open and shut the casements'.

About 2 M. to the N. of Totnes is *Dartington*, with an old Hall. The Dart above Totnes is pretty also. At *Little Hempston* is a well-preserved quadrangular rectory of the age of Richard II. (1377-99), with a great hall.

From Totnes to Ashburton, 9¹/₂ M., rail. motor-car in ¹/₂ hr. (fare 9*d*.). This pretty little line ascends the valley of the Dart and forms an easy approach to the S. part of Dartmoor. — 3 M. *Staverton*, with a picturesque bridge across the Dart. — 7 M. *Buckfastleigh* (King's Arms), a small serge-making town, with an old Cistercian abbey (¹/₄ M. to the N., on the river), partly rebuilt in 1882 by French monks. About 2¹/₂ M. to the S.W. of the station is *Dean Prior*, of which Herrick (1591-1674) was rector and where he is buried.

9¹/₂ M. Ashburton (*London*, R. 3*s*. 6*d*., D. 3*s*.; *Golden Lion*), a 'stannary' town (see p. 145), with a handsome church, is a starting-point for various Dartmoor excursions. The favourite is that through the *Buckland Brew* and *Holne Chase* (open on Tues., Thurs., and Sat.), to the N., a round of about 10 M. (carr. and pair 16*s*.). About 1 M. above Holne Bridge, on the Dart, is a fine piece of rock scenery called the *Lover's Leap*. Another pleasant walk or drive is that to (3 M.) *Buckland Beacon*, (2 M.) *Rippon Tor*, (1¹/₄ M.) *Hoytor* (p. 138), and (¹/₄ M.) *Rock Inn*, whence we may go on to (3 M.) *Bovey Tracey* (p. 132) or (5 M.) *Lustleigh* (p. 138). — *Widecombe in the Moors*, with a handsome Perp. church (the 'Cathedral of Dartmoor'), lies 6 M. to the N., near the centre of the moor. *Two Bridges* (p. 139) is 12 M. to the W. *Holne* (inn), the birthplace of *Charles Kingsley* (1819-75), lies 4¹/₂ M. to the W. of Ashburton.

Beyond Totnes the line, skirting the S. base of Dartmoor, passes through a very pretty district. Before reaching (36 M.) *Brent* (Carew Arms) we penetrate a long tunnel.

From Brent a branch-line (fares 2*s*., 1*s*. 9¹/₂*d*.) runs to (12¹/₂ M.) Kingsbridge (*King's Arms*; *Albion*), a pleasant-looking little town at the head of a small arm of the sea. The climate in this corner of Devonshire is so mild that oranges, citrons, myrtles, and aloes nourish in the open air all the year round. — From Kingsbridge coaches run twice daily to (15 M.) *Dartmouth* (see p. 142) and to (6¹/₂ M.) *Salcombe* (p. 142; 1*s*. 6*d*.), and thrice daily to *Torcross* (p. 142). Kingsbridge also communicates with Plymouth by steamer.

36 M. *Wrangaton*, with a golf-course. As we approach (41¹/₂ M.) **Ivy Bridge** (**London*; *King's Arms*), the pleasantest headquarters for exploring S. Dartmoor (see p. 146), we cross a lofty viaduct (110 ft. high), from which we enjoy a charming glimpse to the right up the valley of the *Erme*. The view to the left is also attractive. From the *Blatchford Viaduct*, 2 M. farther on, another fine view is obtained to the right. Beyond (43¹/₂ M.) *Cornwood* the train crosses another viaduct and descends to (47 M.) *Plympton* (George), the birthplace of Sir Joshua Reynolds (1723-92), Benj. Haydon (1786-1846), and Jas. Northcote (1746-1831), the artists, with an old grammar-school (17th cent.) which they attended. We

then cross the *Plym*, come in sight of the fortifications of Plymouth, pass the stations of (51½ M.) *Mutley* and (52 M.) *North Road* (hotel-omnibuses), and enter the *Millbay Terminus* at (53 M.) *Plymouth* (see p. 147).

b. Viâ Lidford and Tavistock.

62½ M. London & South-Western Railway (from Queen St. Station) in 1¾-2¾ hrs. (fares 8*s.* 9*d.*, 5*s.* 6*d.*, 4*s.* 4½*d.*). This line skirts the N. side of Dartmoor (p. 146).

Exeter, see p. 109. — Soon after quitting Queen St. Station we halt at St. David's Station. We then skirt the Exe for about a mile and beyond *St. Cyres* enter the Yeo valley. — 7½ M. *Crediton* (Ship, R. 3*s.*, D. 3*s.* 6*d.*), which has an interesting church, was once the seat of the bishopric of Devonshire, now centred in Exeter (comp. p. 110). 11¼ M. *Yeoford Junction* (Rail. Rfmt. Rooms); omnibus daily from Yeoford to (11 M.) *Chagford* (p. 139).

From Yeoford Junction to Barnstaple, 28½ M., railway in 1 hr. (fares 4*s.* 8*d.*, 3*s.*, 2*s.* 4*d.*). The scenery on this line is pretty and thoroughly Devonian. 3 M. *Coplestone* has an ancient cross. Beyond (7 M.) *Lapford* we enter the valley of the *Taw*, which we follow all the way to Barnstaple. 14½ M. *South Molton Road*. — 28½ M. *Barnstaple*, and thence to *Bideford* and *Torrington* (left) and *Ilfracombe* (right), see p. 171.

16 M. *Bow*, beyond which *Cawsand Beacon* (1800 ft.), an outlying spur of Dartmoor, is visible to the left. Beyond (19½ M.) *North Tawton* we cross the *Taw* and pass (22 M.) *Sampford Courtney*.

26 M. **Okehampton** (*White Hart*, R. 4*s.*, D. 4*s.* 6*d.*; *Plume of Feathers*, R. 2*s.*, D. 2*s.* 6*d.*; *Rail. Restaurant*), a small town on the N. margin of Dartmoor, with the remains of a partly Norman castle (¾ M. to the W.), is the junction for *Wadebridge* and for *Bude* (see p. 163). *Yes Tor* (see p. 147) may be ascended hence without difficulty in about 2 hrs. Near Okehampton is a large government *Artillery Camp*.

Coach-drives daily to *Dartmoor* (return-fare 3*s.*); also daily, except Sun., to *Hatherleigh*, and on Mon., Wed., & Sat. to *Chagford* (p. 139).

Beyond Okehampton we obtain a view of its castle to the right, and cross the *Okement* by the *Meldon Viaduct*. From (32½ M.) *Bridestowe* ('Bridestow') we may ascend *Great Links Tor*, 2 M. to the E. of the station. (The village is 1½ M. to the W. of the railway.) A good Dartmoor walk may be taken from Bridestowe along *Tavy Cleave*, skirting 'a magnificent range of castellated tors', to Lidford.

36 M. **Lidford**, or *Lydford* (*Manor Hotel*, R. or D. 3*s.* 6*d.*; *Castle*, in the village), which is also a station on the G. W. R. system (see p. 115), is an ancient place with the remains of a castle and was formerly a 'Stannary' town (see p. 146). The old Stannary Court here was notorious for its abuses, and 'Lidford Law', like 'Jeddart Justice' (p. 515), hanged a man first and tried him afterwards. About ½ M. to the W. of the stations is *Lidford Cascade*, 100 ft. in total height (fee 2*d.*); its volume may be much increased by

letting off the water in the mill-pond above (fee). The (1 M.) **Lidford Gorge* (bridge) is among the finest ravines of its kind in England (path free on Wed., other days 6d.).

FROM LIDFORD TO LAUNCESTON, 12½ M., G. W. Railway in ½ hr. (fares 2*s.*, 1*s.* 0½*d.*). — 4½ M. *Coryton*, with the fine Elizabethan mansion of *Sydenham* and its noble trees (½ M. to the W. of the station); 8 M. *Lifton*. Beyond the latter we enter Cornwall and follow the winding course of the *Tamar*. — 12½ M. *Launceston* (p. 164).

FROM LIDFORD TO PLYMOUTH BY THE G. W. R., 23½ M., in 1 hr. (fares 3*s.* 10*d.*, 1*s.* 11*d.*). — To the right rises *Brentor* (see below). Beyond (3 M.) *Mary Tavy*, also to the right, is *Kelly College*, for the sons of naval officers. — 6 M. *Tavistock*, see below.

Beyond Tavistock the train threads a tunnel and passes the village of *Whitchurch* on the left. Fine views of the W. slopes of Dartmoor. — 10 M. *Horrabridge* (Roborough Arms) is the station for *Buckland Abbey*, a Cistercian foundation of the 13th cent., which lies 1½ M. to the S.W. There are few remains of the old buildings, but the mansion, which belongs to the representatives of the Drake family, contains some relics of Sir Francis. The village, *Buckland Monachorum*, has an interesting church. — 11½ M. *Yelverton* (Rock Hotel; Tors Boarding Establishment, from 2*l.* 2*s.* per week), the junction of the line to Princetown (see below). — *Sheep's Tor* now comes into view on the left. The line follows the windings of the *Plym*. Near (15 M.) *Bickleigh* (p. 152), to the left, is the *Dewerstone*, risin; above the confluence of the *Meavy* and the Plym. We now descend the pretty *Bickleigh Vale* (p. 152) to (19 M.) *Marsh Mills*. — 22 M. *Mutley*. — 22½ M. *North Road* (see p. 147). — 23½ M. *Millbay Station*, the G.W.R. terminus at *Plymouth* (p. 147).

FROM YELVERTON (see above) TO PRINCETOWN, 10½ M., G. W. Railway *(Dartmoor Railway)* in ½ hr. (fares 1*s.* 9*d.*, 10½*d.*). This line ascends rapidly in a series of sharp curves, commanding charming views. — 1½ M. *Dousland* (Manor Hotel; Dousland Grange, a large boarding-house, from 3*l.* per week), the station for *Walkhampton*, with its conspicuous Perp. church, and for *Burrator*, with the reservoir of Plymouth Corporation. The 'Tors' of Dartmoor are visible on both sides, while behind us the hills of Cornwall form the background. Good fishing is obtained in this neighbourhood. — 10½ M. Princetown (1400 ft. above the sea; **Duchy Hotel*, R. or D. 3*s.* 6*d.*) forms a convenient starting-point for excursions in Dartmoor Forest (see p. 146), near the centre of which it lies. The small town grew up around the large *Convict Prison* erected here at the beginning of the 19th century for French prisoners-of-war, of whom it is said to have contained 9000 in 1811. In the war of 1812-4 upwards of 2000 American seamen, who refused to serve in the British navy against their country, were also confined here. Part of the adjoining moorland has been reclaimed by convict labour. Coach on Mon., Wed., Thurs., & Sat. in summer to (15 M.) *Moreton Hampstead* (comp. p. 139).

Beyond Lidford the S.W.R. runs parallel for some distance with the G. W. R. To the right of (37 M.) *Brentor* station rises *Brentor* (1114 ft.), an isolated volcanic cone surmounted by the small church of *St. Michael de Rupe*, dating from the 13th cent. (fine view from the churchyard; key of the church kept at the Stag's Head Inn). Farther on the line crosses the G. W. R. The train then enters the valley of the *Tavy*.

42 M. **Tavistock** (**Bedford*, R. or D. 4*s.*; *Queen's Head*, R. or D. 3*s.*, well spoken of; *Temperance; Refreshment Rooms*), a pleasant town on the *Tavy*, which flows into the *Tamar* close by, is one of the chief starting-points for excursions in *Dartmoor Forest* (p. 146). Pop. 4728. The S.W. station lies high above the

town (view), 1/2 M. from the G.W. station (p. 145) on the other side of the river. The scanty remains of the once important *Tavistock Abbey*, originally founded in the 10th cent., are close to the Bedford Hotel, which incorporates some parts of the old edifice. Adjacent is the *Parish Church*, a fine Perp. edifice, restored in 1846. Tavistock is the centre of an important mining-district, in which lead, silver, copper, tin, and manganese are found. It was one of the Stannary Towns (Latin *Stannum*, tin), in which were held the Tin Parliaments for deciding questions connected with the local tin-mining.

A walk may be taken through the *Meadow Pleasure Grounds*, on the banks of the Tavy, to (3/4 M.) *Fitzford*, with a statue (by Boehm) of *Sir Francis Drake* (1540-96), a native of *Crowndale*, 1 M. to the S. of Tavistock.

Dartmoor Forest, so named from the river *Dart*, is a high-lying moorland district, about 25 M. long from N. to S., and 12 M. wide from E. to W. The mean elevation is about 1500 ft. It has been described as 'a monstrous lump of granite covered with a sponge of peaty soil', and among its most characteristic features are the 'Tors', or huge blocks of granite that crown most of the hills. Numerous small streams rise on Dartmoor, and their pretty wooded valleys often afford a pleasing contrast to the barren scenery of the higher parts of the Forest. These streams, with their numerous little falls and 'stickles' (rapids), are generally well stocked with trout. The moor also offers much to interest the antiquarian, as it abounds in menhirs, stone circles, and other relics of the ancient Britons, though many supposed ancient monuments are now regarded as cattle-pens and deserted mining-shafts of no great age. The air is bracing and the climate in summer is often pleasant and invigorating; but rain is very prevalent at all seasons. Dartmoor ponies are a sturdy and sure-footed race. The pedestrian will find abundant opportunity for his prowess, but should be on his guard against bogs and mists. It is prudent to keep pretty closely to the beaten tracks, and a good map and pocket compass are indispensable. The pedestrian who seeks an intimate knowledge of Dartmoor will find Wm. Crossing's 'Guide to Dartmoor' (1909; Plymouth; 3*s.*) invaluable. — The best carriage-roads are those from Tavistock to Ivy Bridge, and from Horrabridge to Chagford, Moreton Hampstead, and Ashburton, intersecting each other at Two Bridges (see below). The visitor to Dartmoor will find good headquarters at Princetown (p. 145), Dousland (p. 145), Two Bridges (see below), and Chagford (p. 139), while Okehampton (p. 144) and Ashburton (p. 143) or Ivy Bridge (p. 143) are conveniently placed for its N. and S. districts respectively.

One of the commoner excursions from Tavistock is to the top of *Brentor* (p. 145), which lies about 4 M. to the N.; but this ascent is better made from Lidford (p. 144). — Walkers may follow the ridge from (3 M.) *Mary-Tavy* (p. 145) to (5 1/2 M.) *Hare Tor* and (2 1/2 M.) the *Great Links Tor* (p. 144), whence they may descend to the W. to (2 M.) *Bridestowe* (p. 144), or go on over *Yes Tor* (see p. 147) to (6 M.) *Okehampton* (p. 144).

From Tavistock a road leads due E. through Dartmoor, soon passing a number of tors. The first on the left is *Cock's Tor* (1450 ft.), to the E. of which are the three *Staple Tors*. Opposite are *Feather Tor* and the curiously shaped *Vixen Tor*. About 1 M. beyond (1 1/4 M.) *Merrivale* (inn), to the S. (right) of the road, are some interesting stone circles and avenues. Opposite, to the S., is *King's Tor*. About this point, too, we may turn to the left to visit the (1 1/2 M.) *Great Mis Tor* (1760 ft.), which commands an admirable view. The road to *Princetown* (8 M. from Tavistock) diverges on the right after 3/4 M. more and passes the prison (see p. 145). Our road leads in a straight direction to (2 1/4 M.) *Two Bridges* (Hotel, R. 2*s.* 6*d.*, D. 3*s.*), a pleasant stopping-place for the pedestrian or angler. Just above the bridge is the **Cowsick Valley*, one of the most lovely bits of Dartmoor. A little to the N. is *Crockern Tor*, on which the Stannary

A
B
C
D
E
F
1
2
3
4
MORICE TOWN
DEVONPORT
Devonport Park
Devonport & Stonehouse Sta.
Goods Sta.
Stonehouse Lake
Victoria Park
Naval Hospital
Millbay Sta.
Millbay
Stonehouse Pool
Devonport Dockyard
Victualling Yard
Firestone Bay
Eastern King Pt.
Western King Point
Devil's Pt.
Cremill
Mt. Edgcumbe
Barn Pool
PLYMOUTH SOUND
Drake's or St. Nicholas Island
Mount Batten Pt.
Batten Bay
Clovelly Bay
Quarry
Coastguard Sta.
CATTEWATER
Deadman's Bay
Lower Port
Citadel
The Hoe
Hoe Park
Sutton Pool
Railway Sta.
Friary Sta.
PLYMOUTH
North Road Joint Sta.
Mutley Sta.
Ashpark
Alma Villas
Burgoyne Villas
Keyham Yard
Devonport
Wharf
Chapel
Mount Wise
Victoria
Royal William
Eastern King Pt.

Parliaments (p. 146) were originally held. Not far off is *Wistman's Wood*, a singular group of ancient dwarf-oaks, the only relic of the 'Forest'. The road here forks, the N. arm leading to Chagford and Moreton Hampstead, the S. arm to (12 M.) *Ashburton* (p. 143), on the S. E. margin of the Forest. The latter coincides to some extent with the course of the *Dart*, the wooded scenery of which is very fine at places. The road to Moreton Hampstead maintains a N.E. direction and crosses some of the highest ground in the Forest. Near (3½ M.) *Post Bridge* (Temperance Hotel) is *Clapper Bridge*, a picturesque old structure of granite slabs over the Dart. At *Merripit*, 1 M. beyond Post Bridge, a road diverges on the right to (5 M.) *Widecombe* (p. 143). About 1¾ M. farther on a track on the right leads to the *Vitifer Tin Mine* and (2 M.) *Grimspound*, a curious enclosure, the object of which is uncertain. After 3 M. more we reach *Bector*, where the road to (2½ M.) *Chagford* (p. 139) diverges to the left, while that to (3 M.) *Moreton Hampstead* (p. 138) continues in the same direction.

From Two Bridges (p. 146) the active pedestrian may explore much of the most characteristic scenery of Dartmoor by walking due N. to (16 M.; 6-7 hrs.) *Okehampton* (p. 144). The route leads by (6 M.) *Cut Hill* (1985 ft.; top marked by a turf mound) and (2 M.) *Cranmere Pool* (p. 139); and *Yes Tor* (2028 ft.; p. 144) may be included by a digression to the left. No inn is passed on the way. *High Willhays* (2039 ft.), the highest point in Dartmoor, rises to the S. of Yes Tor.

From Princetown (p. 145) a pleasant route for walkers leads through the S. part of Dartmoor to (1¼ M.) *Ivy Bridge* (p. 143). The most interesting points passed on the way are the (2½ M.) *Nun's Cross*, a granite cross, 7½ ft. high, (6 M.) *Erme Pound*, and the (8½ M.) *Three Barrows* (1524 ft.), a fine point of view.

Beyond Tavistock the L. & S. W. R. runs considerably to the W. of the G. W. R., finally approaching Plymouth from the N.W. — 48½ M. *Beer Alston*, or *Bere Alston*.

From Beer Alston to Callington Road, 9½ M., light railway in 40-50 min. (fares 2s., 1s.). Curving to the left the line after about ½ M. crosses the navigable *Tamar* by a concrete viaduct of twelve arches, 120 ft. above the river. At the N. end is a truck-hoist, for conveying trucks to and from the quay immediately below. 1⅝ M. *Calstock* (p. 152). — 4½ M. *Gunnislake*, 1 M. from the village of that name on the Tamar, near the Morwell Rocks. The line now runs at a considerable elevation (views) to (6½ M.) *Latchley*, near which is the once famous *Devon Great Consols Mine*, and to (7¾ M.) *Stoke Climsland*, situated on the slope of *Kit Hill* (1067 ft.). — 9½ M. *Callington Road*, 1 M. from *Callington* (Golding's Hotel). A motor-omnibus plies hence regularly to (1 hr.; fare 1s.) *Saltash* (p. 151); and coaches run twice daily in summer to *Liskeard* (p. 153) and back.

Beyond (51½ M.) *Beer* (or *Bere*) *Ferrers* we cross the *Tavy* and skirt the E. bank of the *Tamar* (p. 151). To the right is the *Royal Albert Bridge* (p. 151). 55¾ M. *St. Budeaux* (for *Saltash*, p. 151); 57 M. *Ford*; 58 M. *Devonport & Stonehouse* (see pp. 150, 151). We then pass the suburban stations of *North Road* and *Mutley* and enter the *Friary Terminus* at (62½ M.) *Plymouth*.

Plymouth. — **Hotels.** Duke of Cornwall (Pl. a; D. 3), opposite Millbay Terminus, R. from 4s., D. 5s.; *Grand (Pl. c; D. 3), finely situated on the Hoe, the only hotel with a view of the Sound, R. from 4s., D. 6s.; Royal (Pl. b; D. 3), Lockyer St., near Millbay Station; Albion (Pl. e; D, 3), Millbay Road, R. 4s., D. 5s. 6d.; Central (Pl. m; E. 3), Lockyer St.; Farley's (Pl. h; D. 2), Union St., R. 3s. 6d., D. 5s.; Lockyer (Pl. d; E. 3). Continental, adjoining Millbay Terminus. Westminster, Princess Sq. (Pl. E. 3), Great Western, these two temperance hotels. — In *Devonport*: Royal (Pl. i), Thomas's (Pl. k), both in Fore St. (Pl. A, 2). — *Mather's Restaurant*, 11 Bedford St., table-d'hôte (1-3 p.m.) 2-3s.; *Lockyer*, see above; *Railway Refreshment Rooms* at the principal stations.

Cabs. Per mile, 1-2 pers. 8*d.*, each addit. pers. 6*d.*; per hour, 2*s.* 6*d.*

Electric Tramways. From the Clock Tower (p. 150) to Stonehouse and Devonport; from the Theatre Royal to Compton, Prince Rock, Peverell, and to Beaumont Road. From the West Hoe and Piers to Pennycomequick. From Fore Street (Devonport) to Pennycomequick, to Tor Lane, and Milhouse; from Pennycomequick to St. Budeaux; from Morice Square to St. Budeaux and to Ford Hill. — *Horse Car* from the Post Office to West Hoe. — **Motor-Omnibuses** from the Clock Tower to Salisbury Road; from Millbay Station to (3 M.) Crownhill and (5 M.) Roborough (fare 8*d.*) and to Yealmpton and Modbury (fare 1*s.* 2*d.*).

Theatres. *Grand Theatre*, Union St. (Pl. C, 2), Stonehouse; *Theatre Royal* (Pl. D, 3), beside the Royal Hotel; *Métropole*, Tavistock St., Devonport; *Palace*, Union St., Plymouth.

Railway Stations. 1. *Millbay Station* (Pl. D, 3), terminus of the G. W. R., near the Docks and the Hoe; 2. *Friary Station* (Pl. F, 2), terminus of the L. & S. W. R., in the E. part of Plymouth; 3. *North Road Station* (Pl. E, 1), in the N. suburb, a joint station of both lines, stopped at by nearly all trains (hotel-omnibuses); 4. *Mutley Station* (Pl. E, 1), also served by both lines; 5. *Devonport and Stonehouse Station* (Pl. B, 2), belonging to the L. & S. W. R.; 6. *Devonport (Stoke) Station* (Pl. B, 1), of the G. W. R.; 7. *Ford Station*, L. & S. W. R., see p. 147; 8. *Keyham Station*, G. W. R., see p. 151; 9. *Ocean Quay Station*, Stonehouse Pool, for special L. & S. W. trains to London with passengers from America.

Steamers. Ocean Steamers. Steamers of the *American Line*, *White Star Line*, *Hamburg-American Line*, and *North German Lloyd* call here weekly on their way from New York; and those of the Hamburg-American Line also on their way from Hamburg to New York. They are met at Plymouth by tenders belonging to the railway companies and passengers are landed either at the Ocean Quay Station (L. & S.W.R.) or at the Great Western Docks (G.W.R.), about 600 yds. from Millbay Station. Luggage is carried in each case to the customs shed and thence to the trains by the railway porters. Liners also of the chief British steamship companies call at Plymouth on their voyages to or from Australia, India, New Zealand, South Africa, etc. — Coasting Steamers. To the *Channel Islands*, see p. 91; to (10 hrs.) *Brest* on Sat. 8 a.m. and Sun. 10 p.m. (returning Sat. 10 p.m. and Sun. noon); fare 10*s.*, return 15*s.*, sleeping berth 2*s.* 6*d.*, pier-dues at Brest 1*s.* 8*d.* — To *London* (15*s.*, 11*s.*) and *Southampton* (13*s.* 6*d.*, 10*s.* 6*d.*) thrice weekly; to *Portsmouth* (13*s.* 6*d.*, 10*s.* 6*d.*), *Falmouth* (5*s.*, 4*s.*), *Dublin* (20*s.*, 15*s.*), *Glasgow* (25*s.*, 12*s.* 6*d.*), twice weekly; to *Newhaven* (15*s.*, 7*s.* 6*d.*), *Cork* (20*s.*, 10*s.* 6*d.*), *Waterford* (20*s.*, 10*s.*), *Belfast* (25*s.*, 12*s.* 6*d.*), *Bristol* (15*s.*), and *Liverpool* (25*s.*, 15*s.*), once weekly. — Excursion Steamers ply in summer at frequent intervals to the *Breakwater*, *Mt. Edgcumbe*, *Eddystone Lighthouse*, the *Tamar*, the *Yealm*, etc. and to *Looe*, *Polperro*, *Fowey*, etc. — **Ferries** from the *Admiral's Hard* (Pl. B, 3) to *Cremill (Mt. Edgcumbe)*; from *Mutton Cove* (Pl. A, 3) to *Cremill*; from the *Barbican* (Pl. E, 3) to *Turnchapel* and *Oreston*; from *Ferry Road* (Pl. A, 2) to *Torpoint*. Fares 1*d.* or 2*d.* Also, from *North Corner* (Pl. A, 2) to *Saltash* hourly.

Boats from 6*d.* per hour; with man 6-10*s.* per day.

Post Office (Pl. E,2), in Guildhall Sq. — **American Consul**, *J. G. Stephens*

Plymouth, *Stonehouse*, and *Devonport*, the 'Three Towns', with a joint population of (1901) 177,183, together form one of the most important seaports in England, thanks to the *Sound*, in which the largest vessels can ride safely at anchor, and to the excellent harbours afforded by its arms, the *Cattewater*, or mouth of the *Plym*, *Sutton Pool*, and the *Hamoaze*, or estuary of the *Tamar*. Plymouth was first fortified in the 14th cent., and it is now a stronghold of the first class, its defences including a girdle of outlying forts. The various barracks can accommodate a garrison of 5000 men.

Plymouth has long been known as one of the chief naval and mercantile harbours of Great Britain, and it witnessed the departure of many of the most noted expeditions of Drake, Hawkins, Cook, and other famous mariners. Lord Howard of Effingham sailed hence to encounter the Armada (1588), and here the Mayflower finally set sail for America on 6th Sept., 1620 (comp. p. 83). In the Civil War Plymouth held out for the Parliamentarians when all the rest of Devon and Cornwall was in the hands of the Royalists and defended itself successfully during a siege of four years. It was also the first large town to proclaim William of Orange king. The town now carries on a considerable trade with the West Indies, South America, Australia, the Cape, the Baltic, and the Mediterranean, and numerous large merchant vessels are almost always to be seen in the Great Western Docks and the Cattewater. The chief exports are copper, lead, tin, granite, marble, china-clay, bricks, and fish. The Hamoaze is reserved for men-of-war.

On the sea-front of the town is the ***Hoe** (Pl. D, E, 3), an elevated promenade commanding an admirable view of the Sound. In the middle of it rises a *Statue of Sir Francis Drake*, who is said to have been playing bowls here when news was brought him that the Armada was in sight (see Kingsley's '*Westward Ho!*', chap. xxx). The statue, erected in 1884, is a replica of that at Tavistock (p. 146). Close by is the *Armada Tercentenary Memorial*, erected in 1890. To the E. is the upper part of Smeaton's original *Eddystone Lighthouse* (adm. 1*d.*), re-erected here in 1882-4 (comp. p. 152). The *View from the top is very extensive, including (on a clear day) the Eddystone Lighthouse, 15 M. to the S.

The ***Sound**, or roadstead of Plymouth, about 3 sq. M. in extent, is one of the finest bays on the S. coast of England. In the middle lies the small fortified *St. Nicholas* or *Drake's Island* (Pl. C, D, 4). To the W. rises *Mount Edgcumbe* (p. 151). To the E. is the rocky islet of *Mewstone*. On the S. side the entrance to the Sound is defended by the **Breakwater*, a stupendous piece of granite masonry, 1 M. in length, constructed in 1812-40 at a cost of 1,580,000*l.* The top forms a pleasant promenade, and it may be reached from Plymouth by an excursion-steamer (6*d.*; landing in boat 1*d.*) or by small boat (about 2*s.*). At the W. end is a small *Lighthouse*, the top of which affords a good view (small gratuity to the keeper). Just inside the Breakwater is a circular fort like those at Portsmouth (p. 57). The entrance to the *Cattewater* (Pl. F, 4) is also sheltered by a breakwater, 1000 ft. long, projecting from *Mount Batten Point*. 'Kitchen Middens' found here prove the existence of a prehistoric population near Plymouth.

To the E. of Smeaton's Tower is the *Citadel* (Pl. E, 3), erected in 1670, and now somewhat out of date as a fortress (view from the ramparts). Outside its walls is a *Marine Biological Laboratory*, with an aquarium below (adm. daily 10-6, 6*d.*; Wed. 2-6, 2*d.*). Below the Hoe are a fine *Promenade Pier* (adm. 2*d.*; band) and the *Bathing Places* for ladies and gentlemen.

From the Marine Laboratory we may follow the Promenade to the E., and at the end pass through a narrow passage beneath the Citadel, which brings us to Commercial Road, with the Phœnix

Wharf. Farther on is the quaint bit of old Plymouth known as the *Barbican*, which lies on the edge of *Sutton Pool* (Pl. E, F, 3). The 'Dutch auctions' of fish here are amusing. On the ground in front of the Customs Watch House, at the beginning of the W. pier, is a slab and on the adjoining parapet is an inscription, placed here in 1891 to commemorate the departure of the 'Mayflower' (p. 149) in 1620. — Ferry across the Cattewater, see p. 148.

We next make our way through *Southside St.*, *Notte St.*, and *St. Andrew's St.* to the **Church of St. Andrew** (Pl. E, 2), dating from the 15th cent., and restored by Sir G. G. Scott in 1874-5.

Among the numerous monuments in this church may be mentioned the tablet to *Charles Mathews* (1776-1835; W. end of N. aisle), and the monuments to *Dr Woolcombe* (d. 1822), by Westmacott (S. aisle) and *Zachariah Mudge* (d. 1769) by Chantrey (S. choir aisle). The heart of *Admiral Blake* (1599-1657) is said to be buried at the back of the S. choir-stalls.

The church faces Guildhall Sq., on the right side of which are the **Municipal Offices** and on the left the **Guildhall**, two handsome modern Gothic edifices. The fine hall in the latter, 148 ft. long, is adorned with stained-glass windows representing scenes from the town's history (including the Departure of the Pilgrims). The *Mayor's Parlour*, in the former, contains a portrait (quaint inscriptions) of *Sir Francis Drake* (1540-96), 'fellow traveller of the Sunn', who once sat for Plymouth in Parliament and presented the town with the aqueduct that supplies it with water from Dartmoor, 24 M. distant. — On the W. side of the square is the *Post Office* (Pl. E, 2).

Among the other objects of interest in Plymouth are the building comprising the *Royal Hotel* and the *Theatre* (Pl. D, 3), with an Ionic portico; the Roman Catholic *Cathedral* (Pl. D, 2); the *Home of the Sisters of Mercy*, North Road; the *Clock Tower* (popularly known as 'Derry's Clock', from the donor), at the junction of George St. and Lockyer St. (Pl. D, 2); the *Athenæum* (Pl. D, 3), containing a museum and a gallery of art (daily 10-5, 6d., Sat. 10-2, free) in George St.; the *Plymouth Library* (Pl. E, 2), Cornwall St., near the Market, with a fine collection of prints and drawings (Da Vinci, Rubens, Ruysdael, Correggio, etc.) and three paintings by Reynolds (open on Mon.; at other times on application to the librarian); and the *Diamond Jubilee Memorial Museum and Art Gallery* in Beaumont Park. — *George Street Baptist Chapel* occupies the site of the building in which the 'Pilgrim Fathers' were entertained before setting sail.

Stonehouse (Pl. C, 3, 4) is the seat of the **Royal William Victualling Yard*, a huge establishment for the victualling of the navy, constructed in 1835 at an outlay of 1,500,000*l.* and covering 14 acres of ground. The gateway (Durnford St.) is surmounted by a colossal figure of William IV. Visitors are admitted during working hours and are escorted by a police-constable. The bakehouse and the cooperage are of special interest. From two to three million pounds of salt-meat are always kept on hand in this yard, and the other stores are in like proportions. — To the N. stands the *Royal Naval Hospital* (Pl. C, 2), which has accommodation for 1200 patients. In Durnford St. are the *Royal Marine Barracks* (Pl. C, 3), with room for 1500 men (handsome mess room); and at the back of them are the *Great Western Docks*.

Devonport (Pl. A, B, 2, 3), situated to the W. of Plymouth, and at a considerably higher elevation, is the headquarters of the naval and military officials. (Tramway, see p. 148, ending close to the entrance to the Dockyard; boat from the *Admiral's Hard*, Pl. B 3, 2d. or 3d.) The **Dockyard* (Pl. A, 2, 3) resembles that at Portsmouth (p. 58), but is not so large (visitors admitted at 10, 11, 2, 3, and 4; special order requisite for the Ropery). To the N. is the *Gun Wharf* (Pl. A, 2), and beyond that is the *Keyham Steam Yard* (Pl. A, 1), a most imposing establishment with huge steam-docks and a steam hammer capable of striking with a force of 100 tons. The capacity of the dockyard has been doubled by the opening in 1907 of an extension of 120 acres (partly reclaimed from the sea), to the N., with basins and docks capable of receiving the largest vessels afloat. Farther to the N. is the G. W. R. station of *Keyham*. The finest private houses are in *Higher Stoke*. The blockhouse at the top of *Stoke Hill* commands an excellent view, and so does the top of the *Devonport Column* (Pl. A, 2; 125 ft.). *Mt. Wise* is a fine promenade, with parade-ground, batteries, and the official residences of the port-admiral and of the general in command of the W. District. The *Royal Naval Engineering College* is situated at Devonport.

Excursions from Plymouth.

1. Strangers should not omit a visit to *Mount Edgcumbe, the seat of the Earl of Mount Edgcumbe, which is reached by the ferry from Admiral's Hard (fare 1d.) to *Cremill* (Pl. A, 4; Mt. Edgcumbe Arms); excursion steamers also ply to *Cawsand* (King's Arms), in Cawsand Bay, opposite the Breakwater. The house itself (10th cent.) is not shown, but the park is open to the public on the first Sat. of each month and on every Wed. except that in the same week (on other days by special permission obtained at the Manor Office, Emma Place, Stonehouse). The **Park*, which occupies the whole peninsula between the Sound and the Hamoaze, contains magnificent trees and is traversed by beautiful walks. Camellias and palms grow here in the open air. The *Gardens* (special order necessary) are tastefully laid out in the Italian, the French, and the English styles, and include a large orangery. A visit to Mt. Edgcumbe requires at least 2 hrs.; guide to the chief points 2s. 6d.

2. *By the Tamar to Weir Head.* This excursion may be accomplished by steamer (return-fare 1s. 6d.; half a-day) or by a boat chartered for the occasion (a day). The Tamar ('great water') separates Devon from Cornwall. Passing through the *Hamoaze*, we reach the actual mouth of the *Tamar*, 3 M. to the N.W., which is crossed by the **Royal Albert* Bridge of the G. W. R. line to Cornwall. This gigantic iron structure, 760 yds. long, 10 yds. wide, and 100 ft. above the water, was built by Brunel in 1859 and cost 250,000*l*. The two chief spans are each 455 ft. in length. At the W. end of the bridge lies **Saltash** (*Railway Hotel; Bray's*), a quaint looking fishing town (3957 inhab.), whence visitors may walk on to the bridge (3d.). The women of Saltash are famous for their rowing, often beating the men at regattas. Ferry to *St. Budeaux*, see p. 147. Motor-omnibuses to *Callington*, see p. 147. Beyond the bridge the Tamar again expands, and at high water resembles a beautiful lake. To the N.W. the *Great Mis Tor* (p. 146) is visible. The second branch to the right is the *Tavy*. To the left, opposite the mouth of the Tavy, is *Landulph*, in the church of which is buried *Theodore Paleologus* (d. 1637), a scion of a famous race. On the left, 4 M. above Saltash, is *Pentillie Castle*, with beautiful grounds. At *Cotehele*, 2½ M. farther on, the river is very narrow. Cotehele House, a Tudor mansion, with a fine baronial hall and

interesting old tapestry and furniture, is generally open to visitors. The river now makes a bend to the right and reaches **Calstock** (*Ashburton*, R. 3*s.*, D. 3*s.* 6*d.*) and *Morwellham Quay* (Ship Inn). Time for tea is generally allowed at Calstock by the steamers. Fine view from Calstock church. Light railway from Beer Alston to Callington Road, see p. 147. The most picturesque part of the river begins here, the ***Morwell Rocks** rising precipitously to a height of 300 ft. The steamers rarely get quite so far as *Weir Head* (about 20 M. from Plymouth), but there is much fine river-scenery farther on, which may be visited by small boat.

3. *To St. Germans and Port Eliot*, 10 M. This excursion is made by boat on the *St. Germans River* or *Lynher Creek*, which diverges from the Hamoaze to the left, below Saltash. On the right, 2 M. from Saltash, is *Trematon Castle*, the grounds of which are open to the public on Wednesdays. Opposite (ferry 1*d.*) is *Antony House*, situated in a fine park, and containing a good collection of pictures (special permission necessary). Farther up the river is luxuriantly wooded. **St. Germans** (*Eliot Arms*), a station on the G. W. R., possesses a *Church* (restored in 1894) showing an interesting mixture of the Norman (doorway), E. E., and Perp. styles. St. Germans was the seat of the old Cornish bishopric, and the names of 12 bishops are preserved in the church. Close by is **Port Eliot**, the seat of Earl St. Germans, with a park to which visitors are admitted by the gardener.

4. *To Oreston Quarries and Saltram*, 4 M., a charming small-boat trip on the *Cattewater* (steamer from Phœnix Wharf to Oreston 2*d.*). **Saltram House**, the seat of the Earl of Morley, contains a fine collection of pictures, including 16 portraits by Sir Joshua Reynolds and specimens of Titian, Rubens, and Correggio. Visitors require an order from the Earl. The finely-wooded park is open to the public on Mondays. This excursion may be combined with the following by walking from Saltram to *Plym Bridge* and *Marsh Mills* (see below).

5. *To the Vale of Bickleigh.* This excursion is most conveniently begun at *Marsh Mills* (p. 145), whence we may walk through the narrow wooded valley to (4½ M.) **Bickleigh** (p. 145). The road through the vale is not open except on Mon., Wed., and Saturdays. To the right is *Boringdon House*, lying high and commanding a wide view. Beyond Bickleigh the walk may be extended to *Shaugh Prior*, the valley of the *Cad*, and the villages of *Meavy* and *Sheep's Tor* (comp. p. 145).

6. *To the Yealm Estuary.* This excursion may be made by steamer in summer, or by railway motor-car from Millbay Station to *Yealmpton* (also motor-omnibuses, going on to *Modbury*, see p. 148), situated at the head of the beautiful estuary of the *Yealm*. From *Steer Point*, the station before Yealmpton, a steam-launch plies to *Newton Ferrers* (River Yealm Hotel, R. or D. 3*s.* 6*d.*), and *Noss Mayo*, on a creek near the mouth of the estuary.

7. *To Rame Head and Whitesand Bay.* This excursion is best made by taking the ferry to Cremill and steamer thence to *Millbrook* (fare 2*d.* or 3*d.*), which is about 1 M. from the bay. **Whitesand Bay** (*Whitesand Bay Hotel*, at Portwrinkle), with its fine sandy beach and background of cliffs (bathing dangerous), extends in a beautiful curve from *Rame Head*, the S. point of the peninsula on which Mt. Edgcumbe stands, to *Looe Island*. Walkers may return to *Cremill* (p. 151), either by the coast viâ *Penlee Point* and *Cawsand* (6 M.) or viâ *Millbrook* (4 M.).

8. *To Eddystone Lighthouse*, 14 M. Excursion-steamers ply frequently to the lighthouse in summer, but passengers are seldom landed. The first lighthouse erected here in 1697 was washed away six years after its completion; the second, of wood, was burned down in 1755. The third, or Smeaton's Lighthouse, a tower of masonry, 95 ft. high, stood here from 1757 to 1882, but had then to be removed, owing to the insecurity of its base (comp. p. 149). The present lighthouse, 135 ft. in height, was built by Sir J. N. Douglass, at a cost of 80,000*l.* The light-keepers are three in number, each of whom has a month's holiday in summer.

From Plymouth to *Truro* and *Penzance*, see R. 18; to the *Channel Islands*, see R. 13. — *Dartmoor*, see p. 146.

18. From Plymouth to Truro and Penzance. Falmouth.

80 M. G. W. Railway in 2½-3¾ hrs. (fares 13*s.* 3*d.*, 6*s.* 7½*d.*). Trains start from Millbay Station (p. 148) and stop again at Devonport (Stoke) and at Keyham (p. 151). The line is remarkable for its numerous lofty viaducts. — Steamboats also ply at intervals from Plymouth to Falmouth and Penzance.

The county of Cornwall, which this railway traverses, offers much to interest, the chief attraction being the grand rocky scenery of the coast near the Land's End. The climate is exceedingly mild; myrtles and certain kinds of palms thrive luxuriantly in the open air, while orange-trees and vines require only the protection of matting in winter. The average temperature in winter is 50°, in summer 60° Fahr. The great economical importance of Cornwall arose from its rich mines of copper, tin, lead, and silver; but foreign competition has for some years past closed many mines. The tin-mines of Cornwall were worked by the Phœnicians long before the Christian era. The maximum production of copper ore in Cornwall and Devon was reached in 1861, when 180,000 tons, worth upwards of 1,000,000*l.*, were brought to the surface. Nowadays, it has been said, one must go to Nevada to see Cornish miners. The pilchard and other fisheries are also important. The Celtic origin of the inhabitants is still often perceptible in their dark hair and complexions. Their ancient language, closely akin to Breton and Welsh, is now extinct. The last person who spoke it is said to have died in 1777 (see p. 159); but the Rev. W. S. Lach Szyrma in his 'Short History of Penzance' states that he found two or three persons in Mousehole who could count up to 20 in old Cornish. The prefixes 'Tre', 'Pol', and 'Pen', which occur so frequently in names, mean 'dwelling', 'pool', and 'summit' or 'head'. Several books in Cornish are extant. Cornwall is famous for its 'squab' and other pasties, made out of such heterogeneous materials that the devil, according to a local proverb, will not enter the county for fear of being put into a pie. The eldest son of the reigning sovereign bears the title of Duke of Cornwall, and has valuable estates in the county. — Geological travellers should procure *Sir Henry de la Beche's* 'Geology of Cornwall, Devon, and West Somerset'.

Soon after leaving Keyham (p. 151) the train crosses the *Tamar* by the Royal Albert Bridge (p. 151; *View), and reaches (4½ M.) *Saltash* (p. 151). The line skirts the *Lynher*, a scene of great beauty at high tide. 9½ M. *St. Germans* (p. 152); 14½ M. *Menheniot* (omn. thrice daily to Looe; 7 M.; 1*s.*).

18 M. **Liskeard** (*Webb's*, R. 4-5*s.*, D. 4*s.*; *Stag*), a town with 4011 inhab., is a good centre for a few pleasant excursions.

From Liskeard to Looe, 8½ M., railway in 35 min. (fares 1*s.* 9*d.*, 8½*d.*). The road (9 M.) passes *St. Keyne's Well*, the subject of a ballad by Southey. — **Looe** (*Ship; Looe Hotel*) is a small seaport and watering-place, with golf-links, charmingly embowered in myrtles and other exotics. About ¼ M. to the W. of Looe lies **Polperro** (*Tourist, Ship*, both plain), perhaps the quaintest and most characteristic of Cornish fishing-villages, tightly wedged into a narrow ravine, beyond which we may follow the road to the W. (no coast-path) to (6 M.) *Bodennick Ferry*, opposite Fowey (p. 154). To the N. a picturesque walk of about 7 M. may be taken from Liskeard to (2¾ M.) *St. Cleer* (with remains interesting to the antiquarian), the (3¼ M.) *Hurlers*, three stone circles, and the (1 M.) *Cheesewring* (*i.e.* cheese-press), a curious pile of granite rocks, 30 ft. high. About 1 M. to the E. of St. Cleer is the *Trethevy Dromlech*. — At *St. Neot's* (Carlyon Arms), 5½ M. to the N.W. of Liskeard, is a fine Perp. church of 1480, with celebrated stained-glass windows of the 14-15th cent. (comp. p. 154). Between St. Neot's and the Cheesewring is *Dozmare Pool*, the lake into which King Arthur is said to have thrown Excalibur (p. 166). The Cornish man-demon

Tregeagle is condemned to empty the pool with a limpet-shell, a penalty for unjust stewardship when in his human form. — Coach from Liskeard to (10 M.) *Callington*, see p. 147.

Beyond Liskeard the train crosses the lofty *Moorswater Viaduct* and reaches (21 M.) *Doublebois*. Several viaducts. — 27 M. *Bodmin Road* (Rail. Restaurant), on the *Fowey*.

From Bodmin Road to Wadebridge, 11¼ M., railway in ½ hr. (fares 1*s.* 8*d.*, 10*d.*). — 3½ M. **Bodmin** (*Royal; Globe*), the county-town of Cornwall, is an ancient little place (5353 inhab.), with a large church of the 12-15th cent. (restored), accounted the finest specimen of a Cornish mediæval church. — 11¼ M. *Wadebridge*, see p. 164.

The train now turns to the S., passes, on the right, *Lanhydrock*, the seat of Viscount Clifden (visitors admitted), and *Restormel Castle*, built in the reign of Henry III., and reaches (30½ M.) *Lostwithiel* (Royal Talbot), a small town on the *Fowey*. It is a good trout-fishing centre and possesses a fine church-tower, surmounted by an open-work lantern. The *Bridge* and the *Duchy House* date from the 14th century.

From Lostwithiel to Fowey, 5 M., railway in 17 min., viâ (3½ M.) *Golant* (fares 1*s.*, 5½*d.*). — 5 M. **Fowey** (*Fowey Hotel; Ship; St. Catharine's House*, private hotel, pens. from 7*s.*), pron. 'Foy', which has been described as a 'miniature Dartmouth', is a small seaport, with a picturesque harbour, at the mouth of the *Fowey*. The 'Gallants of Fowey' in the 14th cent. are said to have helped largely in the foundation of England's naval greatness before the time of Drake and the other 'Sea-dogs of Devon'. At *Pridmouth*, 2½ M. to the S., is an interesting grotto, with stalactites and fossils. — From Fowey to Polperro and Looe, see p. 153.

35 M. *Par* (Royal), with silver-smelting works and china-clay works, is the junction of railways to *Newquay* on the N. (21 M.; p. 163), and to *Fowey* (4 M.; see above) on the S.

The beauty of the district now traversed is marred by numerous mines and the white refuse of kaolin, or china-clay, which is found here in great abundance. 40 M. *St. Austell* (White Hart; Globe) is the centre of the china-clay trade. The handsome church is in good preservation; and its exterior, together with the interior of St. Neot's (see p. 153), affords a good idea of a Cornish mediæval church. About 3 M. to the N. rises *Hensbarrow Beacon* (1034 ft.; view), which Carew (1602) calls the 'Archbeacon of Cornwall'. — 47 M. *Grampound Road*, the station for (2½ M.) *Probus*, with a fine Elizabethan church-tower, and (4 M.) *Tregony*. Near Truro we cross two long viaducts.

54 M. **Truro** (**Red Lion*, R. 4*s.*-4*s.* 6*d.*, D. 3*s.* 6*d.*; **Royal*, R. 4*s.*, D. 3*s.* 6*d.*), the mining capital of Cornwall, is an ancient town with 11,562 inhab., situated at the head of a pretty creek of the *Fal*. In 1876 it became the seat of the resuscitated bishopric of Cornwall, and in 1880 a handsome E. E. *Cathedral*, by Pearson, was begun on the site of the old church of St. Mary, the S. aisle of which (Perp.) has been incorporated in the new building (S. side of choir). The E. end and transepts were consecrated in 1887, the nave in 1903, and the central tower as a memorial of Queen Victoria. The *Baptistery* is a memorial of *Henry Martyn* (1781-1812), the missionary, a native

of Truro. — The *Museum (adm. 6d.; free on Wed., 11-5) contains Cornu-British antiquities and Cornish birds. The *Red Lion Hotel*, dating from 1671, was the birthplace of Samuel Foote (1720-77), the actor and playwright.

Among the interesting points near Truro are the grounds of (3 M.) *Tregothnan*, on the E. bank of the Fal, and the *Ismioc Cross*, at *St. Clement's*, 1½ M. to the S.E.

From Truro to Falmouth, 11½ M., railway in 20-30 min. (fares 2*s.*, 1*s.*). Near (3 M.) *Perranwell* is the country-seat of *Carclew*, with fine gardens containing many exotic plants. — 9 M. *Penryn* (King's Arms), at the head of *Penryn Creek* (view to the left), carries on an extensive trade in granite and contains some traces of the once famous *Glasney Abbey*. An omnibus (2*s.*) plies hence to (10 M.) *Helston* (p. 156).

[A much pleasanter way of proceeding from Truro to Falmouth is by the little steamer which plies up and down the *Fal* every day in summer (10 M., in 1¼ hr.; fare 1*s.*). For the first 2 M. we descend what is known as *Truro Lake* or *River*, a ramification of the Fal. On entering the Fal proper we have *Tregothnan* (see above) to the left, while farther on the woods of *Trelissick* cover the bank to the right. The steamer then reaches the *Carrick Road*, or wider part of the Fal estuary, passes the mouth of *Restronguet Creek* (to the right), and enters Falmouth Inner Harbour, with *Penryn Creek* on the right.]

Falmouth (*Falmouth*, on the neck of the peninsula, near the station, with a sea-view both to the back and front, R. 5*s.*, D. 5*s.*; *Green Bank*, 1½ M. to the N.W. of the station and ¾ M. from the landing-stage, with a view of the harbour, R. 4*s.*, D. 4*s.* 6*d.*; *Bay Hotel*, new; *Pendennis*, near the Falmouth, R. 3*s.*, D. 4*s.*; *Royal*, *King*, in the town, well spoken of), a small and somewhat foreign-looking seaport with 11,773 inhab., was formerly an important mail-packet station, but is now chiefly known as a watering-place. It is still, however, a port of call for vessels waiting for orders and for yachts. The scenery of the estuary of the Fal is very picturesque, and charming water-excursions may be taken in Falmouth Harbour (sailing-boat 2*s.*, row-boat 1*s.* per hr.). In fine weather excursion-steamers ply to the Lizard, Penzance, etc., and trips are made also by sailing-yachts. Falmouth has bi-weekly steamboat communication with London (11½ day), Dublin, etc. The bathing is good. Palms, bananas, citrons, and other tropical plants grow here in the open air without protection. Visitors are admitted on Wed. and Frid. afternoons to *Penjarwick Garden*, 2½ M. to the S.W. — Motor-cars to *Redruth*, see p. 156.

Pendennis Castle, an old Tudor fastness at the E. extremity of the peninsula on which the town stands (¾ M. from the station), is celebrated for its siege in the Civil War and is still maintained as a fortress (open 2-6 p.m.; visitors obtain permission between 10 a.m. and 1 p.m. at 5 Grove Place). The *View from it is very fine. A pleasant drive has been constructed round the promontory, passing below the castle. On the opposite side of the estuary (steam-ferry; return-fare 6*d.*) is *St. Mawes Castle*, another coast-defence erected by Henry VIII. — On the way to Pendennis we pass the site of *Arwenack House*, the seat of the once powerful but now extinct family of the Killigrews (memorial obelisk in front). Excursions may also be made to (2 M.) *Penryn* (see above), at the head of Penryn Creek, and to *Flushing* (ferry behind the Green Bank Hotel ½*d.*; from Market Strand, in the middle of the town, 1*d.*) on its N. bank, whence we may walk across the hill to *Mylor*, on Carrick Road (see above).

A coach plies daily in summer from Falmouth to *Penryn* and (12½ M.; fare 1*s.* 6*d.*) *Helston* (see p. 156), where it corresponds with coaches or motor-cars for the (11 M.) *Lizard* and (13 M.) *Penzance* (see p. 158). The direct road from Falmouth to the Lizard (18 M.) leads by *Gweek*, at the head of the *Helford Estuary*, and past *Trelowarren Park* (carr. and pair 30*s.*; driver 5*s.*); in the season a four-horse brake runs by this route from Falmouth to Lizard Town and Kynance Cove (see p. 157). Near Trelowarren House is a very singular series of underground chambers, a stand-

ing puzzle to archæologists. The coast-route (for pedestrians; about 25 M.) leads viâ (2 M.) *Maenporth*, (2 M.) *Mawnan Smith*, (2 M.) *Helford Passage* (ferry), (1 M.) *Manaccan*, and (4 M.) *St. Keverne* (inn), off which lie the dangerous *Manacle Rocks*, and thence by the cliffs to (3½ M.) *Coverack*, (2 M.) *Black Head*, (4 M.) *Poltesco*, (1 M.) *Cadgwith* (p. 157), and (3 M.) *Lizard Town* (p. 157). The direct walking distance from Helford Passage to Lizard Town, viâ *Newtown*, is 10 M.

At (59 M.) *Chacewater* we cross the valley by a high wooden viaduct. To the N.W. rises *St. Agnes's Beacon* (629 ft.).

Rail Motor-Car to Newquay, 18½ M., in 1 hr. — 3¼ M. *St. Agnes* (Commercial; The Hotel). — From (8 M.) *Perranporth* (Perranporth Hotel; Tywarnhale Arms), a watering-place on *Ligger* or *Perran Bay*, we may visit (2 M. to the W.) *Perran Round*, an ancient amphitheatre 130 ft. in diameter. On the coast, 1½ M. to the N. of the latter, is the ancient church of *St. Piran*, long hidden by the sand which had been blown over it, and believed to be the oratory where St. Piranus officiated in the 6th century. — 12½ M. *Shepherds.* — 18½ M. *Newquay* (p. 163).

63 M. **Redruth** *(Tabb's; London)*, a market-town with 10,451 inhab., is a chief centre of the tin-mining industry. The *Hunt Memorial Museum* contains minerals. About 1¼ M. to the S.E. is *Gwennap Pit*, a grassy amphitheatre in the side of *Carn Marth*, where Wesley used to preach to the miners; open-air meetings of 20-30,000 Wesleyans still occasionally take place here. Motor-cars ply hence twice daily to (1 hr.; fare 1*s.* 3*d.*) *Falmouth* (p. 155) and to (½ hr.; 6*d.*) *Portreath* (p. 163). — Near (65 M.) *Carn Brea Station*, to the left, rises *Carnbrea Hill* (750 ft.), with British remains and a curious old castle or house perched on the top. 67 M. *Camborne* (Abraham's; Commercial), a mining town with 14,700 inhab., contains an important mining school. The *Dolcoath Copper Mine* here is 2250 ft. deep. — From (69½ M.) *Gwinear Road* a branch-line runs to (8 M.) **Helston** (*Angel*, R. 4*s.*, D. 3*s.*; *Star*, R. 1*s.* 6*d.*), the usual starting-point for a visit to the Lizard (see below). Coaches run hence also to Falmouth (p. 155), and to Penzance (p. 158).

The Coach Route from Helston to (13 M.) *Penzance* (p. 158; fare 2*s.*) calls for little remark. Walkers, however, will find the coast-route (20 M.) interesting; no inn between (3½ M.) *Porthleven* and (17 M.) Marazion (p. 158).

From Helston to Lizard Town, 11 M., motor-omnibus thrice daily (four times in Aug.) in 1 hr. 10 min. (fare 1*s.* 6*d.*). The road is uninteresting, and good walkers, with time to spare, will prefer to follow the coast (15 M.). Tourists usually proceed direct from Helston to Lizard Town, and make the latter the centre of their excursions, but those with leisure should spend a night both at Mullion or Poldhu on the W. and Cadgwith on the E.

The name ***Lizard** (Cornish, *Meneage*) is given to the whole peninsula S. of a line drawn from *Gweek*, at the head of Helford River, to *Looe Pool*, but is more specially applied to the town and headland at its S. extremity. The peninsula is an elevated plateau, descending in cliffs to the sea, and its interior is as unattractive as its coast scenery is the reverse. The rare and beautiful Cornish heath, *Erica vagans*, grows here in abundance. The chief points of interest on the coast-route are (¾ M.) *Looe Pool*; 2 M. *Looe Bar*, formed of pebbles cast up by the sea (supposed to be caused by Tregeagle,

Gunwallow
Mullion
Goonhilly Downs
Ruan Major
Lower Predannack Downs
Lizard Downs
Lizard
Landowednack
Hot Point
Venton Hill Point
Lizard Point
1 : 80 000
Statute Mile

p. 154); 3½ M. *Gunwalloe*, with a church of the 15th cent.; ½ M. *Poldhu Cove* (Poldhu Hotel, first-class), with golf-links. Near the hotel rise the tall poles of *Marconi's Wireless Telegraph Station* (no adm.), for sending messages across the Atlantic. *Mullion* (Old Inn) lies about 1 M. inland. The Perp. church has features of interest, including some remarkable carved oaken pews. We return to the coast at (¾ M.) *Polurrian Cove* (Polurrian Hotel; rebuilding after a fire), or at (1 M.; 2½ M. direct from Gunwalloe) **Mullion Cove* (Mullion Cove, R. or D. 3s.) and *Cave*; the cave, which is entered by a beautiful natural archway, may be penetrated at low tide for 200 ft. (fine view from within). It was once a great resort of smugglers. — Continuing to follow the cliff-walk (coast-guard route marked by white paint), we pass the bold headlands of *Predannack Head* and *Vellan Head* and reach (5 M.) **Kynance Cove* (lodging-houses; rfmts.), one of the most celebrated points on the Cornish coast. The serpentine cliffs here are beautifully veined and coloured, and numerous picturesque rocks are scattered about the little bay, with its floor of silvery sand.

Various more or less appropriate names have been given to the different features of the Cove, such as *Steeple Rock* and *Gull Rock*. On *Asparagus Island*, the semi-detached promontory on the W. side of the Cove, is the *Devil's Bellows*, a narrow interstice formed by one rock overlying another, through which the water is propelled in clouds of spray (seen to advantage at low tide only). Adjacent is the *Letter Box*, a curious fissure in the rock. The cave in Asparagus Island is known as the *Devil's Throat*; those on the mainland are called the *Kitchen* and *Parlour*. Geologists will notice that the action of the sea causes the granite to cleave in cubes, while the serpentine assumes the most varied forms.

From Kynance Cove we may either proceed inland direct to (1¼ M.) Lizard Town, or continue our walk round the coast to the (2½ M.) *Lighthouses* (open to visitors, except on Sat. and after the lamps are lit; fine view), on *Lizard Head*, the most southerly point in England (49° 57′ 30″ N. lat.). On the way we pass *Pistol Meadow*, said to be so called from the weapons cast up by the sea after the wreck of a man-of-war at the beginning of the 17th century, and the little harbour of *Polpeor*. Farther on are the columnar *Bumble Rock* and the *Lion's Den*, formed by the falling in of the roof of a cavern in the cliffs. The Light-houses are about ½ M. from Lizard Town.

Lizard Town (*Lizard Hotel*; *Caerthillian*, *Housel Bay Hotel*, boarding-houses), a small village, with golf-links, is frequented as summer-quarters. The bathing-place is at *Housel Bay* to the E. of the lighthouses. The church of the Lizard, the southernmost church in England, is at *Landewednack*, a little to the E. Serpentine is freely used here as building material. The *Raven Hugo* (or *Ogo*), *Dolor Hugo*, and other caverns on the E. coast are best explored by boat. — *Cadgwith* (*Star), 2½ M. to the S.E. of Lizard Town, is chiefly visited for the sake of the *Devil's Frying Pan*, a singular natural amphitheatre somewhat resembling the

Lion's Den. The coast between Cadgwith and Helford River is also very fine, though not so much frequented by tourists (comp. p. 156).

Those who have come to Lizard Town by the E. coast, and have not time to follow the whole of the W. coast of the peninsula, are recommended to visit the Lighthouses and go on thence to Kynance Cove, Mullion Cove, and Mullion, in time to catch the omnibus thence at 4.15 p.m., which intercepts the motor-car from Lizard Town to Helston at *Penhale*, 1½ M. to the S.E. This will be in all a walk of 9½ M. The coast-guard path all round the coast is clearly marked by whitewash on stones and rocks, at intervals of 50 yds. or less.

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71 M. *Hayle* (White Hart), with engine-works. — 73 M. *St. Erth* is the junction of a line to (4 M.) *St. Ives*, viâ *Lelant* and *Carbis Bay* (Carbis Bay Hotel), two golfing-resorts.

St. Ives (**Tregenna Castle*, charmingly situated above the station, with view, R. 4*s.* 6*d.*, D. 4*s.* 6*d.*; *Porthminster*, near the station; *Western*, R. 2*s.*, D. 2*s.* 6*d.*, *Queen's*, in the town), a quaint little fishing-town (6697 inhab.) situated on perhaps the most beautiful bay in Cornwall, with a splendid sandy beach. It is said to owe its name to *St. Ia*, an Irish princess who was martyred here about A. D. 450. The best views are obtained from the Tregenna Hotel and the Battery Rocks. The mean temperature of St. Ives in winter is said to be only 4° Fahr. less than that of Rome, and it has become a favourite bathing and winter resort. The pilchard fishery is prosecuted here with great success. The church is an interesting Perp. building, with carved bench-ends. A visit should be paid to the very ancient church (5th cent. ?) of (4½ M.) *Gwithian*, on the other side of the bay, formerly buried in the sand. Good walkers may follow the coast from St. Ives to (15 M.) *St. Just* (p. 161) and (7 M.) the *Land's End* (p. 160), or cross the country to (8 M.) *Penzance* (see below). Or they may follow the coast N. to *Newquay* (comp. p. 163).

The churchyard of *St. Hilary*, near St. Erth, contains tombstones from the time of Constantine the Great down to the present day.

From St. Erth the train runs nearly due S. to (77 M.) *Marazion* or *Market Jew* (Godolphin, R. 2*s.* 6*d.*, pens. from 7*s.* 6*d.*; St. Michael's), a prosaic little town, by no means justifying the ascription of its name ('bitter Zion') to an early colony of Jews, who traded with the Phœnician miners (comp. p. 153). Motor-omnibuses leave the station almost hourly for (1 M.) the town, going on to (4 M.) Penzance (fare 3*d.*).

Marazion is the station for ***St. Michael's Mount**, the *Ictis* of the ancients, a curious rocky islet, rising precipitously to a height of 230 ft., and connected with the shore by a natural causeway, ½ M. long, uncovered for about 3 hrs. at low water. It may be described as a miniature copy of Mont St. Michel in Normandy. Its earliest occupant, according to the legend, was the Giant Cormoran, slain by Jack the Giant-killer. The priory at the top was dedicated to St. Michael, who is said to have appeared to some hermits here very early in the Christian era, and St. Keyne (A. D. 490) was the first of a long series of pilgrims. The castle (no adm.), which has long been the seat of the St. Aubyn family (Lord St. Levan), contains an interesting hall and chapel. Fine *View from the square church-tower There is a small fishing-village (St. Aubyn Arms) at the foot of the Mount.

80 M. **Penzance.** — *Queen's (Pl. a), on the Esplanade, Riviera Palace, Alverton Road, with fine garden; at these (same proprietor) R. from 5*s.*, D. 5*s.*; Union (Pl. b), Chapel St., comfortable, R. 4*s.*; Western (Pl. c), Alverton Road, R. 4*s.*, D. 4*s.*; Mount's Bay (Pl. d); Railway (Pl. e), Star (Pl. f), unpretending; Perrow's (Pl. g), a temperance hotel, Chapel St. — *Cab* from the station to the hotels or pier, 1-2 pers. 1*s.*, 3-4 pers. 1*s.* 6*d.*

Wagner & Debes' Geogl. Estabt Leipzig.

Penzance, i. e. 'Holy Headland', is a seaport with 13,123 inhab., beautifully situated on the N.W. shore of *Mount's Bay*. It is one of the headquarters of the pilchard and mackerel fisheries, and also trades in copper, tin, china-clay, and granite. Potatoes, brocoli, fruit, etc., are extensively cultivated in the environs and sent in large quantities to London. The climate is mild, and frost and snow are rare phenomena; but the annual rainfall (43 inches) is much above the average. Market Jew Street leads from the station to the *Market House*, in front of which is a statue of *Sir Humphry Davy* (1778-1829), the natural philosopher and chemist, who was born at Penzance. In Alverton Road, to the W., are the handsome *Public Buildings*, containing a geological museum. The *Public Library*, which contains rare Cornish books and a valuable collection of prints and autographs, is in *Morrab Gardens*. The *Free Library* shares a building with the *School of Art*, in Morrab St. The Esplanade, to the S., is the pleasantest part of the town, and the Pier (near the station) affords good views. Another fine point of view is *Lescudjack Castle*, a British earthwork on a hill near the railway-station.

About 1 M. to the W. of Penzance is **Newlyn**, a fishing-village and artists' resort, which has given name to a modern 'open air' school of painting. On the way thither we pass the *Newlyn Art Gallery and Opie Memorial*, opened in 1895. The *Church of St. Peter* at Newlyn contains a reredos after Leonardo da Vinci and mural paintings by Newlyn artists.

Among the pleasant short walks in the neighbourhood is that to (1½ M.) *Bleu Bridge*, a small slab-bridge with an ancient inscribed stone. To reach it we turn to the left at the Three Tuns Hotel, to the E. of the railway-station, and then immediately to the right. The third turning to the right (¼ hr. from the hotel; the fourth turning if we count a narrow footpath) descends to the bridge. — *St. Michael's Mt.* (p. 158) may be reached in summer by small steamer, waggonette, or boat (fare each way 6*d.*). — *Gulval Church*, 1 M. to the N.E., with a curious inscribed 'menhir', and *Madron Church*, 1½ M. to the N.W., are interesting.

Excursions from Penzance.

Penzance may be made the traveller's headquarters for several days, as the district of the 'Land's End' affords numerous attractive excursions, in which the lover of natural beauty and the antiquarian will each find his reward. Many of the most important copper and tin mines in Cornwall are also within easy reach, and the traveller should not neglect an opportunity to explore one of these. Comp., however, p. 153.

1. To Lamorna and the Logan Rock by the Coast, **11** M. This excursion may be recommended to good walkers, though the cliff-scenery is not so fine as that nearer the Land's End. We leave the town by the Esplanade and pass (1 M.) *Newlyn* (see above). At (3 M.) *Mousehole* is a large cavern, and a little inland, in *Paul Church*, is the tomb of Dolly Pentreath (d. 1777), usually said to be the last person who spoke Cornish (comp. p. 153). *Lamorna Cove*, 5½ M. from Penzance, has been somewhat spoiled in appearance by the granite quarries. About 1½ M. inland, near *Boleigh*, are the remains of a stone circle known as the *Pipers & Merry Maidens*, said to have been turned into stone for dancing on Sunday. Lamorna is 5½ M. from the Logan Rock (p. 160) by the coast.

2. To St. Buryan and the Logan Rock, 9 M. (carr. about 10*s.*). The road passes (3/4 M.) *Alverton* and diverges (1 1/4 M.) to the left from the road to St. Just (p. 161). It then passes through the beautiful avenue of *Trereife* (pronounced 'treeve') and crosses (2 M.) *Buryas Bridge*. On the left is *Tresvennick Pillar*, a British monument, popularly known as the 'Blind Fiddler'. The road to *Sancreed* (and St. Just) diverges to the right at (2 3/4 M.) *Drift*, and after 3/4 M. more our road quits the direct route to the Land's End and leads to the left. 5 1/2 M. *St. Buryan* (Ship), a village with an interesting church of the 15th cent., the tower of which is conspicuous far and wide. The interior contains a fine carved screen and the churchyard an interesting old cross. The next village is (8 1/2 M.) *Trereen* (Logan Inn), where tourists quit their vehicles to visit (3/4 M.) the ***Trereen Dinas**, a bold and fantastic rocky headland, with the *Logan Rock*. (A guide, useful when time is limited, may be obtained here; fee 1*s.*; more for a party.)

The Logan Rock is a mass of granite weighing 70 tons, but so poised that it can be rocked ('logged'), though with some difficulty since Lieut. Goldsmith, a nephew of the poet, upset it in 1824 with the aid of a boat's crew. The task of replacing it cost the foolish young officer 2000*l.* A little climbing is necessary to reach the rocking stone, and those whose heads are not perfectly steady may leave the guide to show how it moves. There is another rocking-stone on the promontory, called the '*Logan Lady*'.

The ***Cliff Scenery** between the Logan Rock and (6 M.) the Land's End is unsurpassed in England, and walkers are recommended to prolong their excursion in this direction and return to Penzance by the road described below. The finest points are the two bold promontories of *Tol Pedn Penwith* ('holed headland of Penwith') and *Pardenick*. The cliffs are 100-250 ft. high.

3. To the Land's End, 10 M. (omnibus and brakes, see p. 161; carr. 10*s.* 6*d.*, with a fee of 2*s.*). The road diverges to the right from that to St. Buryan (see above) at a point 3 1/2 M. from Penzance. To the right rises *Carn Bran* (690 ft.), on the top of which Wesley is said to have frequently preached to huge crowds of miners. Farther on, 1/4 M. to the left, is the circle of *Boscawen*, which consists of 19 stones, a number constantly recurring in these circles. At (6 M.) the village of *Crows-an-Wra* are a curious old circular dwelling (to the right) and a stone cross (to the left). Alongside our road runs the old pack-horse track. At the (9 M.) village of *Sennen* (interesting church) the inn still has for its sign the 'First and Last Hotel in England', though there is now the Land's End Hotel (R. 3*s.* 6*d.*, D. 3*s.*), 1 M. farther on, while the very last house in England is a small cottage, where tea and other refreshments may be obtained. The ***Land's End**, the ancient *Bolerium*, the most westerly point in England (long. 5° 41′ 31″ W.) is a granite promontory, 60-100 ft. in height. It commands a fine sea-view, including the Scilly Islands (p. 162), 20 M. to the S.W. The *Longshid Rocks*, 1/4 M. from the point, are marked by a lighthouse. The cliff scenery on both sides is varied and imposing. Among the numerous detached rocks to which names have been given are the *Armed*

Knight to the S. of the Land's End and the *Irish Lady* to the N., by the S. horn of *Whitesand Bay* (numerous shells). The view in this direction is bounded by the bold promontory of *Cape Cornwall* and the *Brisons*.

The last two routes are combined by the great majority of tourists, who take one of the BRAKES which start daily in summer from Penzance for the Land's End, going viâ the Logan Rock (13 M.) and returning by the direct route (fare 2*s*., return 3*s*. 6*d*.). A motor-omnibus also plies thrice daily in summer from the station viâ Sennen in 1½ hr. (fare 1*s*. 6*d*.); and a mail-omnibus starts daily from the Market House in Penzance (at 9 a.m. and 4.30 p.m. in summer) for Sennen, runing viâ St. Buryan and Trereen. — Those who drive miss the fine cliff-scenery between the Logan and the Land's End (see p. 160). A good plan is to drive from Penzance to the Logan Rock, send the carriage on to Sennen (p. 160), walk along the cliffs to the Land's End, and drive back to Penzance direct from Sennen (in all 8-10 hrs.). Those who can should arrange to spend a night at the Land's End for the sake of the sunset and sunrise.

4. To ST. JUST, 6½ M., motor-omnibus several times daily in 50 min. (fare 9*d*.). The road itself is uninteresting, but it passes within a mile or so of the hut-village of *Crellas* (near the farm of Higher Bodinnar), the hill-fort of *Chûn Castle*, and a large *Cromlech*, all of which are among the most interesting antiquities in Cornwall. — **St. Just in Penwith** (*Commercial*, R. 2*s*., D. 2*s*. 6*d*.), a small market-town, has an Early Perp. church, with interesting Irish tracery and one of the oldest Christian tombs in England. Near it is an open-air amphitheatre in which Cornish miracle-plays were represented. Pop. (1901) 5633.

St. Just is the best starting-point for a visit to the now disused *Bottallack Mine*, 2 M. to the N.W., which extends for 400 ft. under the sea (permission must be obtained beforehand; make enquiry at the Penzance hotels). *Cape Cornwall* (see above), 1½ M. to the W., is a fine point of view. The cliff-walk from St. Just to the Land's End (7 M.) is fine, though scarcely equal to that between the Land's End and the Logan.

5. To ST. IVES. This excursion may be made either by railway as already described (p. 158) or by road. The direct distance is about 8 M., but tourists will probably prefer a more circuitous route, so as to include a visit to some of the interesting British remains in the district between Penzance and St. Ives.

Among these are *Chysawster*, a hut-village, 4 M. to the N. of Penzance; *Mulfra Cromlech* or *Quoit*, 5 M. to the N.W.; *Zennor Cromlech*, 5 M. to the S.W. of St. Ives, said to be the largest monument of the kind known; the *Lanyon Cromlech*, 2½ M. to the S.W. of the Mulfra Cromlech; the *Nine Maidens*, part of a stone circle, near *Morvah*, 2 M. beyond Lanyon; the *Holed Stone* ('Men-an-tol'; prob. used for initiations) and the *Written Stone* ('Men scryfa'), also near Lanyon; and the beehive-hut at *Bosporthennis*, near Mulfra. To the S. of the Nine Maidens is the *Ding Dong Mine*, said to have been worked long before the Christian era.

6. To THE SCILLY ISLES, 40 M., steamer 4 or 5 times weekly in summer (thrice in winter) in 3-4 hrs. (fares 7*s*., 5*s*., return 10*s*. 6*d*., 7*s*. 6*d*.). This sail affords a good view of the Cornish coast, but the sea is often rough. About halfway we pass the *Wolf Lighthouse*. The shadowy land of *Lyonnesse* —

'A land of old upheaven from the abyss
'By fire, to sink into the abyss again' —

stretched from the Scilly Isles to the mainland, and now lies submerged with all the 140 parishes, which the precise old chroniclers assign to it.

The **Scilly Isles**, the *Cassiterides* of the ancients, are about 50 in number, but only five are inhabited (pop. 1911 in 1901). One of the most profitable occupations in the islands is the growing of the narcissus for Covent Garden, to which hundreds of thousands of this beautiful flower are sent every spring. The mackerel fishery and the cultivation of early potatoes are also important. The largest island is **St. Mary's**, with a circumference of 9 M. and a population of 1275. On this lies the capital, *Hugh Town* (Tregarthen's, R. 4*s.* 6*d.*, D. 4*s.*, pens. 10*s.* 6*d.*; Holgate's, pens. 10*s.* 6*d.*; Ferncleigh House, pens. 7*s.* 6*d.*; Lyonnesse Private Hotel, R. 2*s.* 9*d.*, D. from 2*s.* 6*d.*), with *Star Castle*, a fortress erected in the reign of Elizabeth. The rocky coast scenery is fine, the chief points being *Pennis*, *Old Town Bay*, *Giant's Castle*, and *Porth Hellick*, where the body of Sir Cloudesley Shovell was found after the loss of his fleet in 1707. The huge *Logan Rock* (comp. p. 160) weighs 313 tons. *Holy Vale* is picturesque. The remains of a prehistoric village (ca. 2000 B.C.) have been discovered on the N. side of St. Mary's, and tumuli occur on almost every high place in Scilly. — **Tresco** (*New Inn*, pens. 5-6*s.*) is the second of the group in size. Near the ruins of *Tresco Abbey* is the splendid **Mansion* of the 'lord proprietor' of the islands (Mr. T. A. Dorrien-Smith). Its sub-tropical gardens are the finest in the British Isles (fee to gardener). There is also a large cave in this island, named the *Piper's Hole*, shown by the landlord of the New Inn (fee for a party 5*s.*). *Dolphin Church* is pretty. The other inhabited islands are *St. Martin's*, *St. Agnes*, and *Bryher*. Magnificent Atlantic waves may be seen at the romantic *Hell Bay*, on Bryher. *Samson*, the largest uninhabited island, is the scene of Sir Walter Besant's novel 'Armorel of Lyonnesse'.

Travellers who have reached Penzance and the Land's End viâ Plymouth, and wish to return by the N. coast, are recommended to go by railway from Penzance to Newquay, the starting-point for one of the finest coaching routes in England (see R. 20). Pedestrians may follow the coast the whole way; but if their time is limited, they should reserve their walking for the coast to the N. of Newquay, especially from Ilfracombe to Lynmouth and Porlock (pp. 175, 179, 180).

19. From Exeter to Wadebridge (Padstow) and Newquay.

The following railways afford the most direct access from London to N. Cornwall. *Newquay* is most quickly reached viâ the G.W.R., *Wadebridge* viâ the L. & S.W.R. On Sundays there are no trains beyond Bodmin Road and Par (p. 154 and below) and Okehampton (p. 163) on the respective lines; but on that day a coach plies between Bodmin Road and Wadebridge.

a. Great Western Railway.

109 M. Railway in 3¼-5 hrs. (fares 16*s.*, 11*s.*, 9*s.*). To *Wadebridge*, 91 M., in 3-5 hrs. (fares 13*s.*, 8*s.* 2*d.*, 6*s.* 6*d.*). Express (through-carriages) from London to Newquay (282½ M., in 7⅓ hrs.; fares 46*s.* 6*d.*, 28*s.* 3*d.*).

Exeter (St. David's Station), see p. 109. Thence to (53 M.) *Plymouth*, see pp. 137-144; and from Plymouth to (80 M.) *Bodmin Road* (the junction for *Wadebridge*) and (88 M.) *Par*, see pp. 153, 154. Our line here diverges to the N.W. from the main line to Penzance. — Beyond (88½ M.) *St Blazey* we ascend the well-wooded

Luxulion Valley, which is most conveniently visited from (92½ M.) *Luxulyan*, reached soon after we pass beneath the *Treffry Viaduct*. — 94 M. *Bugle*; 96½ M. *Roche*, the station for the *Roche Rocks*. — To the left rises *Hensbarrow* (p. 154). 102 M. *St. Columb Road* lies 3 M. to the S. of *St. Columb Major* (p. 165).

109 M. **Newquay.** — °Atlantic, R. from 4s. 6d., D. 4s. 6d., pens. from 11s. 6d., °Victoria, °Headland, three large tourist-hotels of the first class, respectively ¼, 1, and 1¼ M. from the station; Great Western, near the station, R. from 2s. 6d., D. 4s.; Red Lion, well spoken of, Hooper's New Hotel, both less pretending. — Numerous *Boarding Houses* and *Apartments*. — At *Watergate Bay* (see below), 3 M. to the E., Watergate Bay Hotel.

Newquay, an attractive and favourite watering-place, with a small harbour and good golf-links, is an excellent centre for the exploration of N. Cornwall. Its bathing-beach, or rather its beaches, consists of several miles of sandy coves, enclosed by tall cliffs and separated at highwater by rocky bluffs.

The rockbound coast both to the N. and the S. is fine and is honeycombed with interesting caverns. Walkers should be careful to consult a tide-table so as to avoid the risk of being embayed. To the N. we may walk viâ (4 M.) *Watergate Bay* (hotel) and (5½ M.) *Mawgan Porth* to (7 M.) *Bedruthan Steps*, and thence proceed to (7 M.) *Padstow* (p. 164), where we may either join the train or take the ferry for *Rock* (p. 164), 15 M. from *Tintagel* (p. 165). From Mawgan Porth the picturesque *Vale of Lanherne* leads inland to (2 M.) *St. Mawgan*, a charmingly situated village with an interesting *Church*, beside which is a 14th cent. *Cross*. The old manor-house is now the *Convent of Lanherne* (visitors admitted to the chapel). We now return to (6 M.) Newquay through the grounds of *Carnanton*. — The cliff-walk southwards to (23 M.) *Gwithian* (p. 158) on *St. Ives Bay* (p. 156) is also very fine and easy; inns at (7 M.) *Perranporth* (p. 156), *St. Agnes* (4 M.), and (6 M.) *Portreath* (p. 156).

From Newquay to *Tintagel* and *Bideford*, see R. 20; to *Chacewater* (Truro, Penzance), see p. 156.

b. London & South Western Railway.

100 M. — Railway to (83 M.) *Wadebridge* in 2½-3 hrs. (fares 13s., 8s. 2d., 6s. 6d.); thence Coach in connection with the afternoon express train to (17 M.) Newquay (2½ hrs.; 4s.). Express (through-carriages) in summer from London (Waterloo Station) to Wadebridge and Padstow (259½ M. in 6-7½ hrs.; fares 42s. 6d., 26s. 8d., 21s. 3½d.), and also to *Bude* (228 M. in 7¼-8½ hrs.; 38s., 23s. 9d., 19s.), where we may join the coach route described in R. 20.

Exeter (Queen St. Station), see p. 109. Thence to (26 M.) *Okehampton*, see p. 144. — At Okehampton the Wadebridge ('N. Devon') line diverges to the N.W. from the main line to Plymouth. — 34½ M. *Ashbury* (820 ft.; Eastacombe Hotel). — 38¼ M. *Halwill Junction*.

From Halwill Junction to Bude, 18½ M., railway in 40-50 min. (fares 3s., 2s., 1s. 6½d.). — 3¼ M. *Dunsland Cross*. — 8 M. **Holsworthy** (*Stanhope*; *White Hart*) has a church with a lofty Perp. tower. The *Holsworthy & Bude Canal*, constructed in 1819-26, is interesting from its inclined planes, ingenious substitutes for the ordinary locks. — 13 M. *Whitstone & Bridgerule*. We cross the Tamar and the Bude and Launceston Canal. — 18½ M. *Bude* (Rail. Rfmt. Rooms), see p. 167.

43½ M. *Ashwater*; 47 M. *Tower Hill*. — 52 M. **Launceston** (*White Hart*; *King's Arms*; *Railway*), an ancient town with 4053

inhab., situated on the slope of a steep hill, from which it derived its original name of *Dunheved* ('hill top'). The hill is crowned with the circular keep and parts of the walls (12 ft. thick) of a Norman *Castle* (view). In a small dungeon, near the E. gate, George Fox, the Quaker, was imprisoned in 1656. The church of *St. Mary Magdalen* (restored), is a handsome granite edifice in the Perp. style, with curious carvings on the outside of the walls. At the White Hart Hotel is a fine Norman gateway, the sole relic of an old Augustine priory; and near the King's Arms is another gateway of later date, which originally belonged to the town-walls.

From Launceston to *Lidford*, see p. 145. — The G. W. R. station adjoins the other.

56½ M. *Egloskerry;* 60 M. *Tresmeer*. 65 M. *Otterham* is the station for *Crackington Haven* (lodgings), 6 M. to the N. Farther on the sea is seen, to the right, and *Row Tor* (1296 ft.), to the left.

69½ M. **Camelford** (*King's Arms*, R. 3*s*. 6*d*., D. 2*s*. 6*d*.-3*s*.; *Darlington Arms; Retallick's*, at the station), which claims to be the Camelot of Arthurian legend (comp. p. 103), lies 1½ M. to the S. of the station.

Camelford is the nearest starting-point for an ascent of *Brown Willy* (1375 ft.; 2-3 hrs.), the highest summit in Cornwall (extensive but monotonous view). Along with its N. neighbour, *Row Tor* (see above), it rises about 5 M. to the S.E. The name is a corruption of *Bryn Uhella*, *i.e.* highest hill. The descent may be made to Bodmin (p. 154) or Launceston (p. 163).

From Camelford to *Tintagel* and *Boscastle*, see R. 20.

72 M. *Delabole* is the station for the extensive *Delabole Slate Quarries*, which have been worked since the days of Queen Elizabeth and produce 15,000 tons of slate per annum. 75½ M. *Port Isaac Road*, 3½ M. from *Port Isaac* (inns). 78 M. *St. Kew Highway*. Beyond several cuttings the train crosses the *Camel*.

83 M. **Wadebridge** (*Molesworth Arms*, R. 4*s*., D. 3*s*. 6*d*.-4*s*.; *Commercial*) is a pleasantly situated little town, at the head of the Camel estuary, here crossed by a bridge that was in Carew's time 'the longest, strongest, and fayrest that the Shire could muster'.

A coach runs daily (in connection with the afternoon train) from Wadebridge to (17 M.) *Newquay* (p. 163), by the route described on p. 165 in the opposite direction.

From Wadebridge a branch-line (fares 1*s*. 1*d*., 9*d*., 6½*d*.) descends the valley of the Camel to (8 M.) *Bodmin* (p. 154). The S.W. station at Bodmin is about 1 M. from the G. W. station.

Beyond Wadebridge the railway skirts the pretty estuary of the Camel to (88½ M.) **Padstow** (*South Western Hotel*, R. from 2*s*. 6*d*., D. 4*s*. 6*d*.; *Commercial Inn*), a fishing-village and summer-resort, with good bathing and boating. At *Rock*, on the opposite side of the Camel (ferry), are golf-links. Pop. 1566.

20. From Newquay to Bideford. Tintagel.

77 M., of which 64 M. are covered by Coach (fare about 25*s.*). Several days should be devoted to this fine route, though it can be accomplished in two. The finest points are Tintagel, Boscastle, and Clovelly. — The stages are: 1. Newquay to (17 M.) *Wadebridge*, Coach in 2¾ hrs., starting about 10 a.m. (fare 4*s.*, return 6*s.*). — 2. From Wadebridge to (13 M.) *Camelford*, Railway in 37 min. (fares 2*s.* 2*d.*, 1*s.* 5*d.*, 1*s.* 1*d.*). — 3. From Camelford station to (4½ M.) *Boscastle* (or Tintagel, see below) by brake (1 hr.; 1*s.* 6*d.*), and thence, after halt of 1¼ hr., to (15 M.; 3 hrs.) *Bude* by Coach (7*s.* inside, 6*s.* outside; return 9*s.* 6*d.*, 8*s.*), arriving at Bude about 7 p.m. — 2nd Day. 1. From Bude to (16½ M.) *Clovelly*, Coach in 3 hrs. (7*s.* inside, 6*s.* outside; return 10*s.*. 8*s.*), starting about 9 a.m. — 2. From Clovelly to (11 M.) *Bideford*, Coach in 2 hrs. (4*s.* 6*d.* inside, 3*s.* outside; return 7*s.*, 4*s.*), arriving about 6 p.m.

A conveyance in connection with the train (see above) plies from Camelford station to (4½ M.) *Tintagel* in 1 hr. (fare 1*s.* 6*d.*), and travellers may make their first halt here, going on next morning on foot or by brake to (3 M.) Boscastle to rejoin the main coach-route. Bude is not so interesting, but the present coaching-arrangements practically necessitate the spending of a night there. From Clovelly three coaches run daily to Bideford, while steamers ply frequently to Ilfracombe.

Newquay, see p. 163. The coach to Wadebridge follows a somewhat bleak and uninteresting route. 5 M. *St. Columb Minor* has a lofty church-tower. 8 M. *St. Columb Major* (Red Lion), with an interesting church. A little to the S.E. is *Castle Dinas*, the legendary site of a hunting-seat of King Arthur and residence of the old Cornish kings. St. Columb Road Station (p. 163) lies 3 M. to the S. (omn.). — 17 M. *Wadebridge*, see p. 164. — We here exchange the coach for the train and proceed to (13 M.) *Camelford* (p. 164), where brakes for Boscastle and for Tintagel are in waiting.

From Camelford Station to Tintagel, 4½ M. The somewhat hilly route does not repay the pedestrian. After about 1 M. it passes the *Delabole Slate Quarries* (p. 164).

4½ M. **Tintagel**, or more correctly **Trevena** (**King Arthur's Castle Hotel*, a large first-class hotel on the headland, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; **Wharncliffe Arms*, R. or D. 3*s.* 6*d.*), a small village ½ M. from the sea, lies in the very heart of the district consecrated to Arthurian legend. At least one day should be spent here or at Boscastle. *Tintagel Church*, to the W. of the village, is partly of Saxon origin. To reach the sea we descend a small valley, at the bottom of which are a cottage and an apparatus used in loading boats with slates. The remains of the **Castle**, 'Dundagil by the Cornish Sea', are here above us to the left, on the mainland portion of *Tintagel Head*, and are most easily reached by a grassy track ascending at a point a little above the cottage. The keep, the oldest part of the existing ruins, is probably of Norman construction, though it is not unlikely that a Saxon, if not also a British, stronghold once occupied the same site. Between this part of the promontory and the so-called 'Island' is a deep chasm, which is supposed to be of comparatively recent origin, or is at least much wider than of

old. On the other side we see the rough path ascending to the top of the Island, to reach which we must descend to the cottage (rfmts.), where we obtain the key for the enclosure on the Island (small fee). The whole Island seems to have been included in the fortified area. On the top of the plateau are the remains of the foundation-walls of a small chapel, an old well, and a so-called hermit's cave. The *View of the grand rocky coast from the extreme point of the headland is very imposing, extending from Trevose Head on the S. to Hartland Point on the N. There is a curious 'pillar rock' on the S. side of the point. The best view of the castle is obtained from *Barras Head*, to the N. of King Arthur's Cove.

Familiar as the Arthurian Legend is, the following brief abstract of it, taken from 'An Unsentimental Journey through Cornwall', by *Mrs. Craik*, may not be unwelcome. 'Uther Pendragon, King of Britain, falling in love with Ygrayne, wife of the duke of Cornwall, besieged them in their twin castles of Tintagel and Terrabil, slew the husband, and the same day married the wife. Unto whom a boy was born, and by advice of the enchanter Merlin, carried away from the sea-shore beneath Tintagel, and confided to a good knight, Sir Ector, to be brought up as his own son, and christened Arthur. On the death of the king, Merlin produced the youth, who was recognized by his mother Ygrayne, and proclaimed king in the stead of Uther Pendragon. He instituted the Order of Knights of the Round Table, who were to go everywhere, punishing vice and rescuing oppressed virtue, for the love of God and of some noble lady. He married Guinivere, daughter of King Leodegrance, who forsook him for the love of Sir Launcelot, his bravest knight and dearest friend. One by one, his best knights fell away into sin, and his nephew Mordred raised a rebellion, fought with him, and conquered him at Camelford. Seeing his end was near, Arthur bade his last faithful knight, Sir Bedevere, carry him to the shore of a mere (supposed to be Dozmare Pool) and throw in there his sword Excalibur, when appeared a boat with three queens, who lifted him in, mourning over him. He sailed away with them to be healed of his grievous wound. Some say that he was afterwards buried in a chapel near, others declare that he still lives in fairy land, and will reappear in latter days, to reinstate the Order of Knights of the Round Table, and rule his beloved England, perfect as he once tried to make it, but in vain.' — The reader will scarcely need to be referred to *Sir Thomas Malory's* 'Morte Darthur' and *Tennyson's* 'Idylls of the King'.

A favourite coast walk from Tintagel is to *Trebarwith Sands*, 1½ M. to the S. Not far off is a fine cave, accessible by boat only.

The road from Tintagel to Boscastle (about 3 M.) affords only occasional views of the sea. After about 1 M., beyond *Bossiney*, we have a good view to the left of the **Rocky Valley*, stretching down to the shore. About ¼ M. farther on, to the right, is a board indicating the way to *St. Nighton's Kieve*, a small *Waterfall on the stream which lower down flows through the Rocky Valley. — To the left, ½ M. farther on, is the hamlet of *Trevalga*, beyond which we reach (¾ M.) *Forrabury* and (½ M.) *Boscastle*.

Pedestrians bound for Boscastle (2-3 hrs.) may follow the cliffs from Tintagel Castle to *Bossiney* (see above) and from *Trevalga* (see above) onwards; but the intermediate stage must be made by the main road, as the cliff route is scarcely practicable except in the dryest weather.

From Camelford Station to Bude, 19½ M. The hilly road affords a good view of *Lundy* (p. 169) as we approach (4½ M.) —

Boscastle, i.e. '*Bottreaux Castle*' (*Wellington*, R. 3*s.* 6*d.*–4*s.* 6*d.*, D. 4*s.*; *Penally Boarding House*, pens. from 6*s.* 6*d.*), a quaint little place, which improves on acquaintance. The entrance to the curiously tortuous little harbour is singularly picturesque, and should be viewed from the promontories on both sides.

To *Tintagel* and *St. Nighton's Kieve* (p. 166), brake twice daily (1*s.* 6*d.*). — About 1½ M. to the E., reached viâ Forrabury (p. 166), is *Minster*, with an interesting little church (key at Boscastle), formerly the chancel of an 'alien' priory of Angevin monks. — To reach **Pentargain Cove*, with its tiny waterfall, we cross the bridge (starting from the hotel) and ascend the steep road to the right. In ½ M. we reach a board, on the right, indicating the way to a farm-house, where the key is obtained (small fee expected).

Pentargain Cove may also be taken in as part of the interesting but somewhat long and fatiguing cliff-walk to *Bude*, a distance of 15 M. (6-7 hrs.). Refreshments may be obtained at a farm-house at *St. Genny's* (no inn), not quite halfway. All but very energetic pedestrians will take various opportunities of cutting off the sinuosities of the coast.

The road from Boscastle to Bude (carr. and pair about 30*s.*) passes nothing calling for special description. The view as we approach Bude, passing *Marhamchurch* on the right, is attractive.

Bude or Bude Haven (*Falcon*, R. 4*s.* 6*d.*, D. 4*s.*; *Bude*, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*), a rising watering-place and a good starting-point for exploring a fine coast, is connected by coaches with Boscastle, Camelford, Clovelly, and Bideford, and by omnibus with Stratton (see below). *Bude Castle*, on the left bank of the stream, is a modern mansion.

Railway from Bude to *Launceston*, see p. 163.

The finest bits of the coast near Bude are *Compass Point* (tower), the S. arm of the haven, and *Efford Beacon* (view), a little farther to the S. — In the other direction the favourite excursion is to follow the cliffs to (3 M.) *Sandy Mouth* (rfmts. in summer) and (1 M.) the *Duck Pool*, and then to proceed inland, through the *Combe Valley*, to (3½ M.) *Kilkhampton* (p. 168), whence we return to (5 M.) Bude viâ (3½ M.) *Stratton* (see below). Near the point where we turn inland is *Stow*, the site of Sir Richard Grenville's house (see '*Westward Ho*'). — Following the coast from the Duck Pool (see above), we pass (1 M.) the *Lower Sharpnose*, (1 M.) *Stanbury Mouth*, and (1 M.) the *Upper Sharpnose*, and reach (¾ M.) **Morwenstow** (*Inn*), now a well-known place through its late vicar, the *Rev. R. S. Hawker* (d. 1875), whose Cornish ballads should be familiar to all visitors to this iron-bound coast (see the interesting *Life* of him, by the *Rev. S. Baring-Gould*; also *Hawker's* 'Footprints of Former Men in Cornwall'). The church of Morwenstow is a most interesting building, said to have been originally founded by *St. Morwenna*, a Welsh princess of the 5th century. The oldest parts of the present structure are Norman. Over the door of the vicarage is a curious rhymed inscription. A little to the S. is *Tonacombe*, a fine manor-house of the 16th century. — On the coast, just to the N. of Morwenstow, is the lofty *Hennacliff*, whence the walk may be prolonged to (7 M.) *Hartland Quay* and (2½ M.) *Hartland Point* (see p. 169).

The road from Bude to Bideford passes (1½ M.) **Stratton** (*Tree Inn*, R. or D. 2*s.* 6*d.*), a little to the N.W. of which is *Stamford Hill*, where Sir Beville Grenville (tomb in Kilkhampton Church) defeated the Parliamentarians in 1643. One of the curious inclined

places on the *Bude & Holsworthy Canal* (p. 163) is within 1½ M. (S.E.) of Stratton. — About 3½ M. beyond Stratton we reach **Kilkhampton** *(Inn)*, with a partly Norman, partly Perp. **Church*, containing some fine carved benches. The halfway house is *West Country Inn*, 5½ M. farther on. At (4½ M.) *Clovelly Cross*, 15 M. from Bude, the coach is met by a waggonette, which receives passengers for (1½ M.) Clovelly (no extra charge). Map, p. 174.

Those who prefer to walk should take the second turning to the right, following the telegraph wires, and so reach the New Road Gate (see below) and the village. Carriages cannot go farther than the New Road Gate, and uggage is taken thence to the village on sledges or on donkey-back.

Clovelly (**New Inn*, halfway down the street, R. 3*s.*, D. 3*s.* 6*d.*; **Red Lion*, small, at the pier, R. 3*s.*), decidedly the quaintest and perhaps the most beautiful little village in all Devon, lies in a narrow and richly-wooded combe, descending abruptly to the sea. It consists of one main street, or rather a main staircase, with a few houses climbing on each side of the combe so far as the narrow space allows. The houses, each standing on a higher or lower level than its neighbour, are all whitewashed, with gay green doors and lattices, and the general effect is curiously foreign-looking. Clovelly is a paradise for artists, and exquisite subjects for sketches present themselves at every corner. One of the most characteristic views is that looking down the main street, with the sea far below and in the background. The views from the quaint little pier and (better still) from the sea, with the pier in the foreground, are also very striking.

The New Inn (which contains an interesting collection of china) and the Red Lion are often full in summer and it is advisable to telegraph for rooms beforehand. Otherwise visitors may have to put up with the clean but lowly accommodation of a fisherman's cottage.

Clovelly, being the only harbour in Bideford Bay, W. of the Taw, has long been an important herring-fishing place. Its name occurs in Domesday, and some authorities even maintain that there was a Roman station here and that the name is a corruption of 'Clausa Vallis'. — Dickens gives a graphic description of this remarkable little village in '*A Message from the Sea*'.

After familiarizing himself with the quaint beauties of Clovelly, not forgetting to explore the 'back-staircases', the tourist makes his way to the ***Hobby Drive**, an avenue 3 M. in length, affording at intervals charming views of land and sea, including the coast of South Wales (adm. 6*d.*, weekly ticket 1*s.*; carr. 1*s.* 6*d.*, with two horses 2*s.*; closed on Sun.). We enter the drive by the New Road Gate (see above) and emerge at the other end on the Bideford road, near the 8th milestone from Bideford. We may vary the route in returning by following this road to (¾ M.) *Clovelly Cross* (see above), and visiting the adjacent circular earthworks known as *Clovelly Dykes* or *Ditchen Hills* (extensive view).

Hobby Drive belongs to the owner of *Clovelly Court*, the grounds immediately surrounding which are entered by *Yellery Gate*, opposite the New Road Gate and a little farther to the W. (adm. 6*d.*; closed on Tues. and Sat., but open free on Sun.). The walk along

the seaward side of the park to (1¼ M.) *Gallantry Bower* (390 ft.), affords, perhaps, the most perfect combination of sea and woodland scenery in England. The *View from the lofty bluff is magnificent. From Gallantry Bower we descend to (½ M.) **Mouth Mill*, a romantic, rock-strewn little cove at the end of a wooded combe, through which we may return to the road a little to the W. of Clovelly. Perhaps the best plan is to take the higher of the two tracks on the E. side of the cove; this leads back through part of the grounds of Clovelly Court (fine trees) and brings us out (bending to the left) on a road near the house and church. But we can scarcely go wrong in following the general direction of the stream. The whole round is about 5 M.

In calm weather a small boat (about 5*s.*), may be taken to Mouth Mill (landing prohibited) and back, an excursion which reveals Gallantry Bower to full advantage.

Those who are equal to a very rough and uncomfortable walk may at low water scramble along the shingle to the E. of Clovelly as far as (2½ M.) *Bucks Mill*, whence a lane ascends to the Bideford Road. On the way we pass a curious natural archway of rock and one or two small waterfalls descending from the cliffs (apt to disappear in dry weather), the first of which is the Freshwater of 'Westward Ho!' (chap. v.). According to a local tradition the inhabitants of Bucks are the descendants of ship-wrecked Spaniards.

The road running due W. from Clovelly Cross leads to (4 M.) Hartland Town (*King's Arms; New Inn*), and thence to (2 M.) *Stoke* and (1 M.) *Hartland Quay* (Hotel, R. 3*s.*, D. 3*s.* 6*d.*). [A mail-brake runs daily from Clovelly Cross to Hartland Town; fare 1*s.*] The church at Stoke, sometimes called the 'Cathedral of North Devon', is a handsome edifice with a lofty Perpendicular tower and a fine rood-screen. *Hartland Abbey*, ½ M. to the N.E. of Stoke, is a modern mansion, built on the site of an Augustine monastery and incorporating some remains of the E.E. cloisters. The cliff-scenery at *Hartland Point*, the extreme N.W. angle of Devon, 2 M. to the N. of Hartland Quay and 4 M. by road from Hartland Town, is very imposing. There is a lighthouse here. A pleasant drive may be made also to *Blackmouth Mill*, on the coast ¾ M. to the N. of Hartland Quay, by a private road through the grounds of Hartland Abbey (permission obtained at the King's Arms).

Clovelly is the nearest point for a visit to (17 M.) Lundy† (excursion-steamers; sailing-boat 20-30*s.*), which should not be attempted except in calm weather. Mail-skiff from Instow, see p. 170; steamer from Ilfracombe, see p. 172. The island, which was formerly a great resort of pirates and smugglers, is 3½ M. long and ½-¾ M. broad. It belongs to a family named Heaven, and contains about fifty inhab., who occupy themselves in farming and in the lobster and other fisheries. The *Church of St. Helena*, with a tower 70 ft. in height, was completed in 1897. A walk round the island reveals much fantastic rock scenery, to many points of which appropriate names have been given. Probably the best-known is the towering *Shutter Rock* at the S. end of the island, which plays a prominent part in one of the most powerful scenes in 'Westward Ho!' (chap. xxxii). A good view is obtained from the top of the *Lighthouse*, about 2½ M. from the Shutter.

In summer Clovelly is frequently visited by an excursion-steamer from Ilfracombe, by which some may prefer to continue their journey; but it is not convenient for the transport of luggage, as passengers embark in small boats. — Besides the coaches to and from Bude, Clovelly has daily direct communication with (11 M.) *Bideford* by a mail-brake (fare 3*s.*), starting from New Road Gate.

† 'Island' is a pleonasm, as the 'y', *i. e.* 'ey', in Lundy means island.

From Clovelly to Bideford, 11 M. For this part of the route even pedestrians may follow the road; but whether walking or driving the traveller should go by the lovely *Hobby Drive* (p. 168) for the first 3 M. It is as easy to catch the coach from Bude at the London Lodge of the Hobby as at Clovelly Cross. The road for 5 M. or so beyond the Hobby Gate lacks interest, though relieved by views of the sea. It passes the hamlets of *West* and *East Bucks* (comp. p. 169). Refreshments may be obtained at the *Hoops Inn*, halfway between Clovelly and Bideford. Beyond (2 M.) *Fairy Cross* and (3/4 M.) *Ford* the road becomes pleasantly shaded. Those who have time should diverge to the left at a point about 1 M. beyond Ford and follow the somewhat longer road viâ *Abbotsham*, a village with a small but interesting church. As we approach Bideford we have a view to the left of the estuary of the *Taw*.

Bideford (**Royal*, at the station, R. 4*s.* 6*d.*, D. 5*s.*, with a finely carved oak room; *New Inn*, in the highest part of the town, with view, R. 4*s.*; *Tanton's*, near the bridge, R. 4*s.*, D. 4*s.* 6*d.*, well spoken of; *Rail. Buffet*), a busy port and fishing-town (9189 inhab.), is pleasantly situated on the *Torridge*, about 3 M. above its estuary. The 'little white town of Bideford' (pron. 'Biddyford'), well known from the description in 'Westward Ho!', contains little to arrest the tourist; but before leaving it he should ascend to (1/4 hr.) *Chudleigh's Fort* for the sake of the view. We cross the long bridge (24 arches), built in the 14th cent. and widened in 1810 and 1867, and ascend past the station, soon turning to the left and passing through a farm-gate (2*d.*).

From Bideford to Appledore, 7 M., railway in 1/2 hr., starting on the W. side of the river (omnibuses from the main station on the E. side). — 2 1/2 M. *Abbotsham Road*. 4 3/4 M. **Westward Ho** (*Royal Hotel*, R. 2*s.* 6*d.*-4*s.*, D. 4*s.*; *Pebble Ridge Hotel*), a small watering-place, 2 1/2 M. to the N.W., named from Kingsley's well-known novel. At (5 1/2 M.) *Northam* are the *Northam Burrows*, skirted by the *Pebble Ridge*, one of the best golfing-grounds in England. - 7 M. **Appledore** (*Inn*), the busy little foreport of Bideford, is situated at the point where the Torridge flows into the estuary of the *Taw*.

From Bideford to Torrington, 5 M., railway in 12 minutes. **Torrington** (*Globe*) is a small and ancient town, where General Fairfax won a decisive battle over the Royalists in 1646. Good fishing in the *Torridge*.

From Bideford to *Barnstaple* and *Ilfracombe*, see R. 21.

21. From Bideford to Barnstaple and Ilfracombe.

24 M. L. & S.W. Railway in 1 1/4-1 3/4 hr. (fares 4*s.*, 2*s.* 6*d.*, 1*s.* 11 1/2*d.*).

Bideford, see above. The train descends the E. bank of the Torridge to (3 M.) *Instow* (Marine Inn), a small watering-place and port at the mouth of the river, opposite Appledore (see above; ferry 2*d.*). A mail-skiff plies hence every Thurs. to *Lundy* (p. 169; fare 5*s.*, return 7*s.* 6*d.*). — The train now turns to the right and ascends the S. bank of the estuary of the *Taw*. 6 M. *Fremington*.

9 M. **Barnstaple.** — **Railway Stations**, all connected with each other: 1. *Barnstaple Junction (L. & S.W. R.)*, for London viâ Exeter and Salisbury, and for Bideford and Ilfracombe; 2. *Barnstaple (G.W.R.)*, ¾ M. from the first, for London viâ Taunton and Bristol, and for Ilfracombe; 3. *Barnstaple Town Station*, ½ M. from the first, on the N. side of the Taw, for Ilfracombe and the narrow-gauge railway to Lynton.

Hotels. *Imperial, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; Golden Lion, well spoken of; Royal & Fortescue, R. 4*s.*, D. 3*s.* 6*d.*; Victoria, Osborne, two temperance hotels. — *Refreshment Rooms* at Barnstaple Junction Station.

Barnstaple, locally *Barum*, a thriving and well-built town with 14,137 inhab., is situated on the N. bank of the Taw, about 8 M. from the sea. It was an important seaport at an early period in English history, and still carries on a considerable trade. Its pottery ('Barum ware') is celebrated; the process of manufacture may be seen at Brannam's Art Pottery, Litchdon Street. The only buildings of interest are the *Parish Church*, dating in part from the 14th cent., but freely restored; the *Grammar School*, formerly *St. Anne's Chapel; Queen Anne's Walk*, a colonnade (18th cent.); and the *Athenaeum*. The *Bridge*, widened in 1834, dates from the 13th century. There are interesting churches at *Pilton*, ½ M. to the N., and at (4 M.) *Swimbridge* (p. 137). A *Promenade* skirts the river on the E. side of the town, and the *Rock Park* may also be mentioned.

From Barnstaple to Lynton, 19½ M., narrow-gauge railway in 1½ hr. (fares 3*s.* 4*d.*, 1*s.* 7½*d.*; open view-carriages). This picturesque line (best views to the left), starting from the Town Station, follows the general course of the old coach-road, at first ascending the finely-wooded valley of the *Yeo*. Beyond (5 M.) *Chelfham* the line quits the Yeo and follows a sinuous course high on the right slope of another valley to (8 M.) *Bratton Fleming*. Thence we gradually ascend, approaching Exmoor, and reach (12 M.) *Blackmoor* (Refreshment Room), the passing-station, whence coaches run to (4¼ M.) Combe Martin and (9 M.) Ilfracombe and to (8 M.) Lynton (comp. p. 174). About 1½ M. from *Challacombe*, which lies 3½ M. to the S.E. of Blackmoor, is *Shovelshurry Castle*, one of the best preserved prehistoric camps on Exmoor (fine view). — There is a 'halt' for *Parracombe* (p. 174), which we see on the right as we descend to cross the *Heddon*. Another ascent brings us in sight of the sea at Woody Bay, while to the right stretches Exmoor. — 16 M. *Woody Bay*, a station 3 M. from the sea and 2 M. from Hunter's Inn (p. 175). — 19½ M. *Lynton* (p. 176), where cabs and omnibuses meet the train. The terminus lies high above the town, which is reached by a steep descent of ½ M.

From Barnstaple to *Taunton*, see p. 137; to *Exeter*, see p. 144.

The Ilfracombe train crosses the Taw to the *Town Station* (see above), and runs along the N. bank of the river. 14 M. *Wrafton;* 15 M. *Braunton*, the church of which has an E.E. chancel, a Perp. tower, and some good carved pews. *Braunton Burrows* lie to the S.W. — 21 M. *Morthoe & Lee* (Fortescue Inn). *Morthoe* (see p. 173) lies 2 M. to the W., and *Lee* (p. 173) about the same distance to the N. The train then descends the E. side of the *Slade Valley* to —

24 M. **Ilfracombe.** — **Hotels.** Ilfracombe Hotel, an extensive building facing the sea, with large baths (see p. 172), etc., R. from 4*s.*, D. 5*s.*, variously judged; Royal Clarence, High St., R. from 4*s.*, D. 4*s.* — Runnacleave, pens. from 9*s.*; Belgrave, pens. from 7*s.* 6*d.*, well spoken of, in Wilder Road; *Collingwood (private), near the Promenade, pens.

8*s*. 6*d*.-15*s*.; Imperial (private), R. 3*s*., D. 3*s*. 6*d*.; Cliffe Hydro (unlicensed), pens. in summer from 42*s*. 6*d*. per week, Dudley, near the Capstone Hill, 5-10*s*. per day, Granville, near the Tors Walk, temperance, R. 2*s*. 6*d*.-4*s*., these three well spoken of; Queen's, R. 3*s*., D. 3*s*. 6*d*., High Street. — Hotel and railway omnibuses meet the principal trains.

Cabs. With 1 horse (for 1-2 pers.) 1*s*. per mile, each addit. ½ M. 6*d*., each addit. pers. 3*d*.; with 2 horses 1*s*. 6*d*., 9*d*., 6*d*.; by time (1-4 pers.) 2*s*. 6*d*. per hr. and 1*s*. each addit. ½ hr. for one-horse cabs; 3*s*. 9*d*. and 1*s*. 6*d*. for two-horse cabs. To *Watermouth Castle* and back (1-4 pers.) 4*s*., with stay of 1 hr. 5*s*.; to *Lee Beach* and back, with stay of 1 hr., 1-2 pers. 6*s*., 3-4 pers. 7*s*.; to *Morthoe Church* and back (1-4 pers.), with 2 hrs.' stay, 8*s*.; to *Combe Martin*, with stay of 1 hr., 7*s*. (bargaining desirable for the longer excursions, to the Downs, etc.).

Sailing Boats per hr. 2*s*. 6*d*., each pers. beyond five 6*d*. — **Rowing Boats** 10*s*. per day, 1*s*. 6*d*. per hr., each pers. beyond four 6*d*. extra. Boat to or from a steamer 3*d*. each person. — **Golf Course** at *West Hagginton*, near Hele (p. 174).

Steamers ply regularly to *Swansea* (4*s*. 6*d*., 3*s*.) and *Bristol* (return-fares 5*s*., 3*s*. 6*d*.), and excursion-steamers also ply to *Clovelly* (3*s*., 2*s*.), *Lundy*, *Lynmouth* (2*s*. 6*d*., return 3*s*.), *Minehead*, *Newquay*, *Mumbles*, *Tenby*, etc.

Coaches to *Lynton* (see R. 22); also to *Hunter's Inn and Woody Bay* (5*s*.); to *Barnstaple* (4*s*. 6*d*.); to *Saunton Sands* (3*s*.); to *Lee on Sea* (2*s*.); to *Woolacombe Sands* (2*s*. 6*d*.); to *Watermouth Castle* (2*s*.); and to *Combe Martin* (p. 174).

Bathing Coves for ladies and gentlemen below the Tors Walk, approached by tunnels through the rock. — *Rapparee Cove*, to the W. of the town (ferry from the harbour), reserved for ladies during the morning.

Baths adjoining the Ilfracombe Hotel: *Swimming Bath* (reserved for ladies, daily 11-2), 1*s*.; *Hot Bath* (salt or fresh water), 2*s*.; *Cold Bath*, 1*s*. 6*d*.

Ilfracombe, picturesquely situated at the mouth of the Bristol Channel, is one of the most fashionable watering-places in Devon, with (1901) 8557 residents. Its chief attractions are its fine air (which, *teste* Charles Kingsley, 'combines the soft warmth of South Devon with the bracing freshness of the Welsh mountains'), the picturesque rock-bound coast, and the numerous pleasant excursions that may be made in all directions. Formerly it was a seaport of some consideration, and it contributed six vessels to the English fleet at a time (14th cent.) when Liverpool sent only one.

From the station we descend Station Road to the prominently situated *Holy Trinity Church*, a Perp. structure with Norman and E.E. features. Two memorial stones outside the S. aisle of the chancel record the names of nine local centenarians. Thence Church St. leads to the E. to the High St., in which are the *Post Office* and the *Town Hall*. At the end of High St. we descend through the Arcades to the shore at the head of Wildersmouth Bay. Opposite, in ornamental gardens, is the *Victoria Pavilion*, a covered arcade where a band plays and concerts are given, behind which rises *Capstone Hill* (180 ft.), a conical turf-clad bluff commanding an excellent view of the town. — A pleasant walk may be taken round the base of Capstone Hill and then along St. James's St. and past *Compass Hill* to the *Harbour* and *Pier* (1*d*.). On the outer side of the harbour is *Lantern Hill*, crowned with the ruins of an ancient chapel, now converted into a harbour-light. We may skirt the S. side of the harbour to *Rapparee Cove* and ascend the

lofty *Helesborough* (450 ft.; extensive view; donkey nearly to the top, 1*s.*).

The most frequented resort near Ilfracombe is the **Tors Walk*, a promenade running along the seaward side of the hills to the W. of the town, and almost challenging comparison with the Great Orme Drive at Llandudno (p. 304). The entrance (adm. 1*d.*) is near the *Baths*, Northfield Road. From the Tors Walk we may descend to the pretty little *White Pebble Bay*, on the W. side of *Tor Point*. On payment of 1*d.* more we may ascend to the top of the hill (rfmts.) and thence, keeping to the left (inland), cross the downs and join the path to Lee described below.

Environs. WALK TO LEE AND MORTHOE, 5-6 M. Starting from High St. we follow Church St. and proceed in a straight direction, passing to the left of the church, to a narrow lane ascending to the open cliffs (*Lee Downs*). Or we may ascend Church Hill, pass to the right of the church, and climb a zigzag path, at the top of which we turn to the left and soon reach the above-mentioned lane (to the right). The walk along the Downs to (2½ M.) *Lee* is very pleasant. A little way down the descent to Lee Beach we pass a stile and notice-board on the left, indicating a pleasanter route to the shore, on which stands the *Manor Hotel* (R. or D. 4*s.*). We may return from Lee by the road, which passes through *Slade Valley*. — Those who wish to prolong the walk to Morthoe ascend the steep track to the W. of Lee Beach, and soon reach (½ M.) a guide-post pointing the way on the left to (2 M.) Morthoe station (p. 171). We keep straight on, however, and pass through two gates, beyond the second of which is a guide-post showing the way to Bull Point. At the gate which we next pass we descend to the left along the hedgerow and soon strike the path again. On crossing the brook at the bottom of the combe we take the higher path, ascending to the left, which soon brings us to the (1 M.) road, close to a white gate. To visit (½ M.) *Bull Point Lighthouse* we pass through this gate, to which we have to return in any case to pursue our route to Morthoe. For the latter we follow the road towards the left, passing through several other gates, to (1½ M.) **Morthoe** (*Chichester Inn*), with an E.E. church (restored), containing the interesting tomb of William de Tracey (1322), generally confounded with Thomas Becket's murderer (see pp. 31, 138). About ½ M. farther on is *Barracane Bay*, with a beach of shell-debris; and adjoining this are the extensive sands of *Woolacombe Bay* (*Hotel, R. 4*s.* 6*d.*, D. 5*s.*; coach, see p. 172), a thriving watering-place, with golf-links. (Donkey from Barracane Bay to Morthoe 3-6*d.*; seat in a vehicle from Morthoe to Morthoe station 6*d.*) About 1 M. due W. of Morthoe is *Morte Point*, a savage rocky promontory that does not belie its name, commanding a fine view. Morte Point is reached by passing across the land of a farmer who charges 2*d.* for the privilege. There is a local saying to the effect that 'Morte is the place on earth which Heaven made last and the Devil will take first'. We may now return to Ilfracombe by coast, road, or railway (see pp. 171, 172).

Another popular short walk is to *Two Pots* (730 ft.), 2½ M. to the S. We may go by the old Barnstaple road along the ridge, leading S. from Church St., and return by the new road through the valley.

A third favourite excursion is the walk or drive to (3¼ M.) *Combe Martin*, which is described in R. 22. Coach to *Berry Down*, returning by Combe Martin and Watermouth (fare 2*s.* 6*d.*). *Hele*, *Berry Narbor*, and *Watermouth*, see p. 174. Excursions may also be made to *Chambercombe*, to (7 M.) *Braunton* and *Braunton Burrows* (p. 171), to (6 M.) *Georgeham*, *Bideford*, *Barnstaple* (coach viâ Braunton 3*s.*, return-fare 4*s.* 6*d.*), etc.

No one should leave Ilfracombe on his return towards the E. without having seen *Clovelly* (p. 168).

22. From Ilfracombe to Lynton (Lynmouth) and Minehead.

34¾-36 M. This route may be accomplished either by road or by cliff-path along the coast. In either case the journey should be broken for at least a night or two at *Lynton* or *Lynmouth* (p. 176). All tolerable pedestrians are strongly advised to choose the cliff-path, which is one of the most charming walks in England. They may obtain night-quarters at *Combe Martin*, *Hunter's Inn*, *Woody Bay*, *Lynton*, and *Porlock*. — During summer Coaches ply twice daily from Ilfracombe to (17 M.) *Lynton* (fare 4-5*s.*, return 7*s.*), and from Lynton to (19 M.) *Minehead* (6*s.* 6*d.*); and it is possible to make the entire journey in one day.

1. From Ilfracombe to Lynton and Lynmouth.

For this stage there is a choice of roads. The Coach Road quits the coast at Combe Martin and describes a wide curve inland, passing *Blackmoor Station* (p. 171), where passengers may leave or join the coach. The Coast Road (preferable) skirts the sea all the way and is specially recommended to those who are independent of the coaches. The latter is identical with the Pedestrian Route for a considerable part of the way.

a. By the Coach Road, 17 M. We leave Ilfracombe by Larkstone Terrace and skirt the S. base of *Helesborough* (p. 173) to (1½ M.) *Hele*, below which, to the left, is the pretty little *Hele Bay*. The old road to Lynton here diverges to the right, passing (2 M.) *Berry Narbor*, the birthplace of *Bishop Jewel* (1522-71), a village with a Perp. church and an old manor-house (now a farm), and rejoins the new road at (1½ M.) Combe Martin (see below). We continue to follow the coast-road. 1¼ M. (2¾ M. from Ilfracombe) *Watermouth*, a picturesque little harbour, with a large modern castle. By crossing a small stone bridge to the left we may visit the *Smallmouth Caves*, in a rocky little glen descending to the sea. Opposite the castle is an iron gate admitting to a path by which the foot-passenger may cut off about ½ M. After about 1 M. more we reach *Sandabay*, and ½ M. farther we find ourselves at the seaward end of the long village of **Combe Martin** (*King's Arms*, R. 2*s.* 6*d.*, D. 3*s.* 6*d.*), which stretches inland for a distance of 1¼ M. The church, partly E.E. and partly Perp., has a beautiful Perp. tower, 100 ft. high. The hill to the left is named the *Little Hangman* (755 ft.); and beyond it, farther to the E., is the *Great Hangman* or *Girt Down* (1080 ft.). At the end of Combe Martin the coast-road (p. 175) diverges to the left, but the coach-road ascends to the right (inland), affording good retrospects of the coast. At (4¼ M.) *Blackmore* or *Blackmoor Gate* (formerly a toll-bar) we reach the narrow-gauge railway from Barnstaple to Lynton (p. 171). We here turn to the left and descend to (1¾ M.) *Parracombe* (Fox and Goose), 5½ M. from Lynton, beyond which we again ascend and soon obtain a view of the sea near Heddon's Mouth. The last part of the route descends through the valley of the *West Lyn*, which beyond (4 M.) *Barbrook Mill* is very picturesque. From

Wagner & Debes' Geog. Estab. Leipsic.

BIDEFORD BAY
BRISTOL CHANNEL
BRISTOL CHANNEL
DEVONSHIRE
SOMERSET
Hartland Point
Lighthouse
Shipload Bay
Shipload Head
Chapmans Rock
Westward Ho!
Appledore
Northam
Bideford
Instow
Braunton
Barnstaple
Fremington
Tapeley
Yelland
Fairy Cross
Clovelly
Clovelly Court
Hartland
Hartland Abbey
Stoke
Kenstone
Weergery
Pattard
Portledge
Portledge Mill
Hoaroak
Hoaroak Water
Hoaroak Mill
Pepperscombe
Parracombe
Heddon's Mouth
Castle Rock
Widmouth Hd
Widmouth
Combe Martin
Combe Martin Bay
Hangman Hill
Trentishoe
Martinhoe
Martinhoe Cross
Woody Bay
Lynton
Lynmouth
Countisbury
The Foreland
Foreland Point
Porlock
Porlock Bay
Porlock Weir
Brendon
Oare
Oare Hill
Malmsmead
Exmoor Forest
Cloutsham
Culbone
Parsonage
Ashley Combe
Worthy Barton
West Porlock
Porlock
Ilfracombe
Berrynarbor
Watermouth
Watermouth Cove
Hele
Beara
Ragginton
Newberry
Sterridge
Combe Martin Hill
Challacombe
Sowden
Barrow
Barrows
Broad Moor
Heale
Kimacot
Matacot
Crockscombe
Kelleton
Woolacott
Walhor
Rockham
Rockham Bay
Rockham Beacon
Watersmeet
Hollerday Hill
Shoulsbarrow
Shoulsbarrow Castle
Lee Bay
Lee Abbey
Lee
Woolhanger
Woolhanger Common
Woolhanger Manor
Ilkerton
Ilkerton Ridge
Ilkerton Common
Ilkerton Barton
Ilkerton Gate

(3/4 M.) *Lyn Bridge* (inn) the descent to Lynton is rather steep. At the (3/4 M.) fork those bound for *Lynton* keep to the left, while those for *Lynmouth* descend to the right (comp. p. 176).

b. By the Coast Road, 15 3/4 M. As far as (4 1/4 M.) *Combe Martin* this route coincides with that just described. Instead, however, of traversing the whole length of this village, we turn to the left at the fountain, nearly opposite the King's Arms Hotel and ascend towards *Holstone Down* (1185 ft.). [We may, however, go on to the end of the village before turning to the left. The roads unite on the top of the Down, and guide-posts keep us right.] The steep ascent from Combe Martin is the worst bit of the route, and the view is limited. After about 2 M., however, we reach the top of the moor, beyond which we have easy gradients and views of increasing attractiveness. As we descend towards (3 M.; 5 M. from Combe Martin) *Trentishoe*, we have a good view of the sea in front of us. Shortly before Trentishoe is reached, however, a fine new road diverges on the right, and this we follow as it winds among lofty hills, commanding beautiful views. About 1 M. farther on we reach **Hunter's Inn*, charmingly situated in a valley about 1 M. from the sea, to which a footpath descends along the bank of the *Heddon* (see below). From Hunter's Inn the old road leads across *Martinhoe Common* to (5 M.) Lynton, joining the coach-road (see p. 174) after 3 M. We however, take the new road, which turns to the N. (left), ascends the side of the combe in which the inn lies, and sweeps round, with magnificent sea-views, to (2 M.) **Woody Bay* or *Wooda Bay* (Woody Bay Hotel), a small summer-resort, overhung by richly wooded cliffs. *Woody Bay Station* (p. 171) lies 3 M. to the S.E. — From this point the beautiful road continues to skirt the sea as it runs eastwards via *Lee Bay*, *Lee Abbey*, and the **Valley of Rocks* (p. 176), to (3 1/2 M.) *Lynton* (p. 176).

c. By Coast Path, 16 M. As far as (9 1/4 M.) *Trentishoe* this route coincides with the road just described. From Trentishoe walkers descend rapidly to a beautifully wooded little combe, through which they proceed to (3/4 M.) *Hunter's Inn* (see above). Thence they turn to the left and follow the path running along the side of the combe below the new road (see above) and commanding less extensive views. The combe is finely wooded at first, but changes its character completely before reaching the sea at (1 M.) **Heddon's Mouth*, where the scene is one of singular wildness. From Heddon's Mouth a path has been cut along the cliffs to (1 1/2 M.) **Woody Bay* (see above), one of the finest walks in England. Here our path merges in the road, and at the fork we take the lower branch to the left, soon, however, again ascending. Beyond Woody Bay we reach *Lee Bay*, and at its farther side we pass through (1 1/2 M.) a gate opening on a private road across the grounds of *Lee Abbey*, a modern mansion, which we pass on the left.

The promontory to the N. of the Abbey is called *Duty Point, and permission to visit it may be obtained at the house. A legend relates that a lady of the family of Whichehalse, the former owners of Lee Abbey, here put an end to her grief by throwing herself into the sea. — To continue our walk to Lynton we need not return to the Abbey, but may make our way along the cliffs to the Valley of Rocks (see below).

We leave Lee Abbey grounds by another lodge-gate and enter the so-called (1/2 M.) ***Valley of Rocks**, with the *Castle Rock* (good view from the top) to the left and the *Cheesewring* to the right. The road through the valley leads to (1 1/2 M.) Lynton, but it is better to follow the cliff-path (the **North Walk*), which diverges to the left and leads round the rocky mass known as *Ragged Jack*, beyond the Castle Rock. This path brings us out about halfway between Lynmouth and Lynton, intersecting the cliff-railway (see below; the cars may be stopped by signalling to the driver).

Lynton and Lynmouth. — **Hotels** at *Lynton:* *Valley of Rocks, *Royal Castle, these two with fine views, R. from 4*s.*, B. or L. 2*s.* 6*d.*, D. 5*s.*, pens. from 10*s.* 6*d.*; *Lynton Cottage, R. from 4*s.*, D. 4*s.* 6*d.*; Imperial, R. 4*s.*, D. 3*s.* 6*d.*, pens. from 7*s.* 6*d.*; Crown, plain. — At *Lynmouth:* *Tors, on a hill overlooking the sea, R. from 4*s.* 6*d.*, D. 5*s.*; Lyndale, R. or D. 3*s.* 6*d.*, pens. 8*s.* (1st Aug. to 15th Sept. 9*s.*); Lyn Valley, R. from 2*s.* 6*d.*, D. 4*s.*; Bath, R. from 2*s.*, D. 2*s.* 6*d.*, pens. 6-7*s.*, well spoken of; Lynmouth Private Hotel, with restaurant.

A **Cliff Railway** (gradient 1 : 1 3/4) connects Lynmouth and Lynton, beginning near the pier and ending near the Valley of Rocks Hotel (1/2 min.; return-fare 4*d.*).

Coaches. To *Ilfracombe*, see p. 172; to *Minehead*, see p. 136. — **Brakes** daily in summer to the *Doone Valley* (return-fare 4*s.*), *Hunter's Inn* (4*s.*), *Valley of Rocks* (2*s.* 6*d.*), etc. — **Railway** to *Barnstaple*, see p. 171. — **Steamers** ply in summer to *Ilfracombe* (3*s.* return); to *Clevedon*, *Weston-super-Mare*, and *Bristol* (4*s.*, return 5*s.*), etc. Passengers land and embark at Lynmouth in small boats.

Lynton and *Lynmouth*, though actually as well as nominally distinct, are in so many ways complementary to each other that it would be inconvenient to treat of them separately. Lynmouth, one of the loveliest villages in England, lies below, at the mouth of the *East Lyn* and *West Lyn*, two little streams which unite their waters just before reaching the sea. Lynton stands 400 ft. higher, at the top of the steep cliff enclosing the narrow little valley. Lynmouth has the advantage of being close to the sea (though the bathing is not good), and is the natural starting-point for many of the pleasantest valley-excursions. Lynton, on the other hand, enjoys finer views and a much more open and bracing situation. There is a small pier at Lynmouth, with a tower at the end of it; it commands a good view of the place. The joint population is about 3150.

Shelley stayed at Lynmouth for some time in 1812, soon after his marriage with Harriet Westbrook. The 'myrtle-twined' cottage he occupied was the last on the left, looking towards the sea; but it has been rebuilt since his time.

The streams near Lynmouth afford excellent trout, salmon-peel, and salmon fishing. Tickets are issued for various districts at charges ranging from 2*s.* 6*d.* for a day to 30 40*s.* for the season (information at the hotels).

The prettiest way from Lynton to Lynmouth, or vice versâ (about

1/2 M.), is through the grounds of the Castle Hotel. Behind the Lyn Valley Hotel is the gate of * *Glenlyn* (adm. 4*d.*; closed on Sun.), a pretty walk (1/2 M.) along the lower course of the *West Lyn*. — Perhaps the best view of the two villages and their surroundings is obtained from *Summerhouse Hill* or *Lyn Cliff*, the top of which is reached in 1/2 hr. by a zigzag path ascending from Lynmouth, a little above the Lyndale Hotel.

Excursions from Lynmouth and Lynton.

1. To Watersmeet, Rockford, and the Doone Valley, 10 M. We leave Lynmouth by the road leading to the E., between the Lyndale Hotel and a chapel, and beyond the last house take the path to the left. This soon brings us to (1/2 M.) a small bridge over the *East Lyn*, which we cross. We then follow the path on the right bank of the stream, which here runs through a narrow and richly wooded glen, with lofty wood-clad or rocky hills on either side (fine views). After about 1 1/4 M. we cross the river by a stone bridge, and in 1/4 M. more, just above a bridge leading to a refreshment-chalet on the right bank, reach the confluence of the East Lyn and *Combe Park Water*, which is known as the *Watersmeet. The best plan is to pursue the path on the left bank a few yards farther to the rustic bridge over the Combe Park stream. [A path ascends hence to the highroad on the left bank, by which we may return to Lynmouth.] We then cross to the right bank of the E. Lyn, by another foot-bridge opposite the chalet, and follow the path, which continues to ascend the stream. Farther on the path runs high above the river, passes through *Autcombe Wood*, crosses an open hillside, and re-enters the woods by a wooden gate. A little farther on a path leads to the right to the so-called **Long Pool*, a dark and gloomy stretch of the river, at the end of which is a small waterfall. Returning to the main path we soon reach a bridge crossing to (2 M. from Watersmeet) *Rockford* (inn). We now follow the road, also leading along the left bank of the East Lyn, or, as it is here called, *Brendon Water*, to (1 M.) *Millslade* (Stag-Hunters' Inn, R. 2*s.*, D. 3*s.*), where, if desired, a pony-carriage may be hired (to Malmsmead and back 5*s.*; to Malmsmead and back to Lynmouth 8*s.*; waiting at Malmsmead included). — As we leave Millslade the road from Countisbury (see p. 178) joins ours on the left, while opposite begins the direct pedestrian route over the moors to the (2 3/4 M.) Doone Valley. 2 M. *Malmsmead* consists of a group of two or three small farm-houses (rfmts.). Carriages must be left here and the rest of the way pursued on foot. We ascend the valley of the *Badgeworthy Water* by a cart-track for about 1/2 M., and then follow a footpath which runs along the stream. A stream descending from the right into the Badgeworthy Water after about 1/2 M. more is said to be that which suggested the 'Waterslide' in Mr. Blackmore's well-known novel. Readers of 'Lorna Doone' will be disappointed if they expect to find a close resemblance between the descriptions of the book and the actual facts of nature. The 'Waterslide' is a very mild edition of the one up which little John Ridd struggled so painfully; and the 'Doone Valley itself, instead of being defended by a 'fence of sheer rock' and approached by 'three rough arches, jagged, black, and terrible', is enclosed by rounded though somewhat bleak moorland hills. The home of the Doones is a side-valley opening to the right about 1/2 M. beyond the Waterslide; and remains of the foundations of their huts may be observed on each side of the mound which divides it into two branches. Towards the close of the 17th cent. this valley was the stronghold of the Doones, a band of outlaws, who lived here, like a Highland clan on the Lowland borders, by levying blackmail on the country round. The tradition of their terrible strength and cruelty is said to linger still in the neighbourhood; particularly the story of their fiendish cruelty in wantonly murdering a sleeping infant, an act which finally roused the country to exterminate the entire nest of vipers. But see 'Lorna Doone'.

By the direct road route viâ Countisbury (comp. below), Millslade, and Malmsmead, the Doone Valley is 8½ M. from Lynmouth, and walkers may make it 1 M. shorter by passing direct from Millslade over the moor to Badgeworthy (see p. 177). We may now return by any of the routes above indicated; or we may farther vary the route by following the road from Rockford (p. 177) to (½ M.) *Brendon Church* and (¾ M.) *Ilford Bridges*, near *Combe Park Gate*. We are here about 2½ M. from Lynton or Lynmouth. The road straight on leads to *Lyn Bridge* (p. 175) and *Lynton*; that to the right descends by the Combe Park Water to a point above the *Watersmeet* (p. 177) and so to *Lynmouth*. *Summerhouse Hill* may be included by a digression from either road (guide-posts). Walkers who wish to see some of the wildest parts of Exmoor may proceed to the W. over the hill between the Badgeworthy valley and the (3½ M.) *Chalk Water* valley and descend (left) along the latter stream to (1½ M.) *Oareford* (p. 179), which is 2 M. by road (viâ *Oare*) from Malmsmead.

2. To Simonsbath, 10 M. For this excursion, which takes us into the heart of Exmoor, we may start from either Lynton or Lynmouth. From the former we proceed by *Lyn Bridge* to (2½ M.) *Ilford Bridges* (see above), while from the latter we reach the same point by the road by which we began our walk to Watersmeet. From Ilford Bridges we follow the road leading due S. (to the E. the road to Brendon, see above), and after ½ M. turn to the left, passing *Bridge Ball*. We next (¼ M.) turn to the right, beyond the gate of Brendon Parsonage, and thence follow the road which leads to the S., straight across Exmoor (see below), to (6½ M.) Simonsbath. The Forest proper is entered at (2½ M.) the so-called *Two Gates* (now one only), where we pass into Somerset. To the left is the head of the *Doone Valley* (p. 177); to the right rise *Chapman Barrows* (1570 ft.) and *Exe Head Hill*. About 1¼ M. farther on we cross the *Exe*. — 2½ M. **Simonsbath** (*Exmoor Forest Hotel*, pens. 6s.), on the *Barle*, is named from a pool a little higher up, which tradition connects with Sigismund, the dragon-slayer. From Simonsbath we go on (S.E.) by the *Tor Steps* to (16 M.) *Dulverton* (see p. 137) or (due S.) to (10 M.) *South Molton* (p. 137). The return-route to Lynmouth may be varied by proceeding to the E. to (4½ M.) *Exford* (p. 179) and thence to the N. to (6 M.) the *White Stones* (p. 179; 10 M. from Lynmouth).

Other excursions which no visitor to Lynton-Lynmouth should fail to make are those to the (1½ M.) *Valley of Rocks*, (1 M.) *Lee*, and (4 M.) *Heddon's Mouth*, and to (7 M.) *Glenthorne* by the cliff-path (see p. 180). These should be preferred to the Simonsbath route. Short walks may be taken to (2 M.) *Countisbury* viâ the Tors, to *Hollerdy Hill*, at the E. end of the *North Walk* (p. 176), to *Sillery Sands* (see below), etc.

2. From Lynton and Lynmouth to Minehead.

a. By the Coach Road, 19 M. We cross the bridge at *Lynmouth* and ascend the long and steep hill (fine retrospects) to the right to (2 M.) *Countisbury* (Blue Ball Inn). About halfway up a path on the left diverges to *Sillery Sands*. Beyond Countisbury the road skirts the N. margin of *Exmoor Forest*.

Exmoor Forest, a tract of hilly moorland, about 30 sq. M. in extent, in many respects resembles a miniature Dartmoor (see p. 140), though the granite tors of the latter are here replaced by the less rugged outlines of slate and sandstone formations. It is known for its ponies, of which the genuine breed is now rare, its red cattle, and its sheep. It is the only part of England where the red deer still occurs in a wild state, and the Exmoor stag-hounds attract numerous visitors. The hunting-season usually opens with a meet at Cloutsham (p. 179) in the first week of August (comp. p. 180). Good fishing is afforded by the numerous streamlets traversing the Forest. The highest point of Exmoor is *Dunkery Beacon* (p. 179), and many of its other hills attain an elevation of 1200-1600 ft. For excursions into or across Exmoor, see above and p. 177.

About 1 M. from Countisbury a road on the right descends to the valley of the *Brendon* (p. 177). To the left we have fine views over the Bristol Channel, with the Welsh coast in the background. Farther on we pass, on the left, the *Old Barrow* (1135 ft.) and the entrance to *Glenthorne* (p. 180; seen below, to the left), and then, at (2½ M.) *County Gate* (1060 ft.), we leave Devon and enter Somerset. To the right are *Malmsmead* and the *Badgeworthy Glen* (p. 177). A road on the same side diverges to (½ M.) *Oare Church*. On the right, 3½ M. farther on, a road diverges to *Oareford*, and at the so-called (1 M.) *White Stones* another on the same side leads to (5 M.) *Exford* (Crown; Edgcott; White Horse), an angling resort on the *Exe*, with the kennels of the Devon and Somerset stag-hounds. The old road to West Porlock and Porlock (good views) diverges to the left about ¼ M. farther on, while the easier but less attractive new road loads in a straight direction to (2½ M.; 13 M. from Lynmouth) —

Porlock (*Lorna Doone*; **Ship*, R. 3*s*., D. 2*s*. 6*d*., pens. 7*s*. 6*d*., unpretending; *Castle*), a picturesque little village about ½ M. from the sea, between *Porlock Hill* and *Bossington Beacon*. The *Church of St. Dubricius* (restored in 1891) contains some interesting tombs. About 1 M. to the W., on the old road, is *West Porlock*, and ½ M. beyond it, on the coast, is the little harbour of *Porlock Weir* (*Anchor Inn).

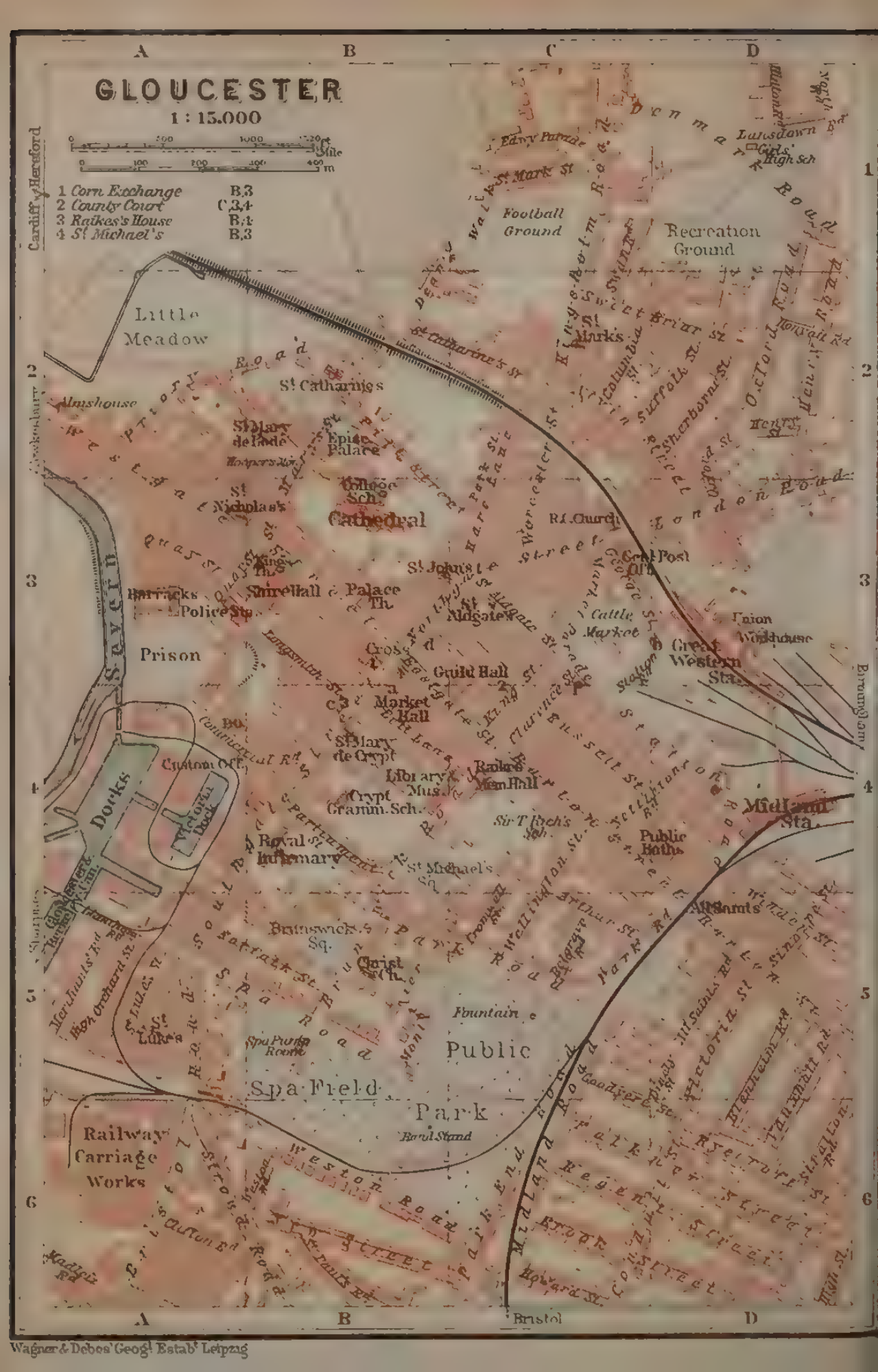
Porlock is the best starting-point for an ascent (2-3 hrs.) of **Dunkery Beacon** (1707 ft.; *View), which rises about 4 M. to the S. Driving is practicable, viâ *Luckham* (or *Luccombe*), to a point within easy reach of the top, but the best pedestrian route is by *Horner Woods* and *Cloutsham* (p. 178). — The descent may be made on the S.W. side to (3½ M.) *Exford* (see above), whence we may go on to (4½ M.) *Simonsbath* (p. 178).

Beyond Porlock the road leads somewhat circuitously to (2 M.) *Holnicote*, where it skirts the park of Sir Thomas Acland (to the right). The coach goes straight on to (4 M.) Minehead, but carriages should diverge to the left and follow the much prettier road through *Selworthy Green*. The two roads reunite at a point about 2½ M. from *Minehead* (see p. 180).

b. By the Coast Route, 19 M. From Lynmouth to (2 M.) *Countisbury* we follow the road described on p. 178. Instead of continuing in a straight direction through the village, we turn to the left, pass to the right of the church, and follow an obvious cliff-path, affording lovely views. To the left is the promontory called the *Foreland*. This path ends after less than 1 M., near the edge of a wide and deep combe. We must choose our own line in crossing this, and perhaps the easiest, though not the shortest way, is to keep up the side of the combe to a point where it becomes a good deal shallower. On the other side of the combe we strike a new road leading down to *Countisbury Cove*. We descend this road to the left (towards the sea) for about ½ M., then follow the higher path to the right, which passes through a gap in the ridge and descends

to a gate. Here we select the right-hand path. At the next fork (1½ M.) we take the lower path and follow it, avoiding all divergences either up or down. After passing numerous combes, some wooded and some bare, we reach a small iron gate (4 M. from Countisbury), marking the entrance to the grounds of Glenthorne, and a little later the footpath passes through an archway and joins the avenue. This brings us in sight of (½ M.) ***Glenthorne House** (not shown), picturesquely situated on a small plateau overlooking the sea. Visitors are admitted to all parts of the beautiful little glen, and those who do not fear a small addition to the walk should follow part at least of the winding avenue leading to the road (3 M.; 1½ M. only in a straight line).

In continuing our coast-walk from Glenthorne House we cross a small paddock, follow the road towards the sea until an iron railing is reached, then proceed to the right through a shrubbery to a field on the other side of which the coast-path proper is resumed. At first it is sometimes not clear which of numerous diverging paths we should follow, but as a rule we avoid descending and keep to the right. In a short time we reach a deep wooded combe, where we take the central of three paths, which crosses the bottom of the combe at a wooden railing. On the other side we reach a cart-track which ascends steadily almost to the top of the hill. At the point where a water-course is crossed we avoid the path to the left and follow that to the right, which leads through the woods to (4 M. from Glenthorne) *Culbone*, in a narrow little combe containing one of the smallest churches in England (33 ft. long and 12 ft. wide); refreshments at a cottage. — Beyond Culbone the coast-path runs through thick woods and though it has been damaged by landslips may be easily followed. To the right are the grounds of *Ashley Combe*. The path passes near the **Anchor Inn* at (1½ M.) *Porlock Weir*, whence a road goes on to (½ M.) *West Porlock* and (1 M. farther) *Porlock* (p. 179). This is the end of the finest part of the coast walk, and the traveller will not lose much by completing his journey to (6½ M.) Minehead by coach (comp. p. 179). Those, however, who prefer to continue walking, proceed N.E. from Porlock to (1 M.) *Bossington Beacon*. They then follow the top of the ridge, passing (1 M.) a cairn marking the highest part of *North Hill*. About 2 M. farther on they may diverge to the left to visit (½ M.) *Greenaley*, and make their way thence by the coast to (1½ M.) Minehead; or they may proceed to (1½ M.) Minehead direct along the ridge. — *Minehead*, see p. 136.


GLOUCESTER
1 : 15.000
1 Corn Exchange B,3
2 County Court C,3,4
3 Raikes's House B,4
4 St Michael's B,3
A
B
C
D
Cardiff, Hereford
Cheltenham
Bristol
Birmingham
Little Meadow
Prison
Docks
Victoria Dock
Custom Ho.
Railway Carriage Works
Public Spa Field Park
Recreation Ground
Football Ground
Cathedral
St Catharine's
St Mary de Lode
St Nicholas's
St John's
St Aldgate
Shirehall
Police Sta.
Barracks
Guild Hall
Market Hall
Cattle Market
Great Western Sta.
Midland Sta.
Union Workhouse
Public Baths
Royal Infirmary
Library & Mus.
Crypt Gramm. Sch.
Raikes Mem. Hall
Sir T. Rich's Sch.
St Michael's Sq.
Brunswick Sq.
Christ Ch.
All Saints
St Luke's
Spa Pump Room
Fountain
Band Stand
Almshouse
Episc. Palace
College
Gt Post Off.
R.C. Church
Gt Western Arms Hotel
Bell Hotel
Bull Hotel
Falcon Hotel
Fleece Hotel
Fountain Hotel
Globe Hotel
Golden Cross Hotel
Greyhound Hotel
Hop Pole Hotel
Kings Arms Hotel
Lamb Hotel
Mitre Hotel
Old Bell Hotel
Old Crown Hotel
Old Fleece Hotel
Old Talbot Hotel
Queen's Hotel
Red Lion Hotel
Royal Hotel
Saracen's Head Hotel
Spread Eagle Hotel
Swan Hotel
Talbot Hotel
Wellington Hotel
Bridge Street
Clarence Street
Eastgate Street
Northgate Street
Southgate Street
Westgate Street
London Road
Oxford Road
Worcester Street
Parliament Street
Quay Street
Barton Street
Brunswick Road
Spa Road
Metz Way
Regent Street
Russell Street
Station Road
Stroud Road
Weston Road
Wotton Road
Denmark Road
Kingsholm Road
Midland Road
Park Road
Wellington Road
Wheatstone Road
Wotton Road
Wagner & Debes' Geogl. Estab. Leipzig

23. From London to Gloucester and Hereford.

Valley of the Wye.

144 M. Great Western Railway in 4-5¼ hrs. (fares 24*s*., 12*s*.); to *Gloucester* (114 M.) in 2⅔-3¾ hrs. (fares 19*s*., 9*s*. 6*d*.).

From London (Paddington) to (77¼ M.) *Swindon*, see R. 15. The Gloucester line now runs towards the N.W. and passes (81 M.) *Purton* (p. lviii) and (85½ M.) *Minety*. — 91 M. *Kemble Junction*.

From Kemble to Cirencester, 4½ M., railway in 10-15 min. (8*d*., 4*d*.). — **Cirencester** (*King's Head*; *Fleece*), pronounced *Cisseter*, the *Corinium* of the Romans, is an ancient town with 7636 inhab., situated on the *Churn*, amid the *Cotswold Hills*. 'Our town of Cicester in Gloucestershire' is mentioned by Shakespeare (*Richard II.*, v. 6). It possesses one of the chief wool-markets of England, and is also a hunting-centre of some reputation. The *Parish Church*, which has been carefully restored, is a handsome Perp. building; it has a chapel with a beautiful fan-vaulted roof, numerous brasses, and a tower 134 ft. high. The *Corinium Museum* contains a good collection of Roman antiquities found in the neighbourhood. About 1 M. to the S.W. of the town is the well-known *Royal Agricultural College*. A pleasant drive may be taken in *Oakley Park*, belonging to Earl Bathurst, an ancestor of whom ('who plants like Bathurst') was frequently the host of Alexander Pope; Swift also writes of his visits to Oakley. — About 3 M. to the W. is *Thames Head*, the reputed source of the Thames (comp. p. 195). — A motor-omnibus runs from Cirencester to (8 M.) *Fairford* (p. 201; 1*s*. 6*d*.). — From Cirencester to *Southampton* and to *Cheltenham*, see p. 85.

Another branch-line (fares 1*s*. 2*d*., 7*d*.) runs from Kemble to (7 M.) *Tetbury* (White Hart, R. or D. 2*s*. 6*d*.), 3½ M. to the S.W. of which is *Westonbirt House* (Lt.-Col. Holford), containing valuable paintings, tapestry, etc.

We now enter Gloucestershire. Beyond the *Sapperton Tunnel* (1 M.) we emerge in the picturesque valley of the *Stroudwater*. — 99 M. *Brimscombe*. — 102 M. **Stroud** (*Imperial*; *George*; *Railway*), with (1901) 10,567 inhab., the centre of the W. of England broadcloth manufacture, is picturesquely situated on the side of a hill.

Motor-omnibuses ply from Stroud to (3½ M.; fare 6*d*.) *Painswick* (Falcon) and to (2½ M.; 3*d*.) *Chalford*.

The *Stroudwater Canal*, which enters the Severn at *Framilode*, 8 M. to the W., is joined at Stroud by the *Thames and Severn Canal*, which begins at *Lechlade* (p. 201), 30 M. to the E., and thus connects the navigation of the Severn and the Thames. The latter canal pierces the Cotswold Hills, at Sapperton, by means of a tunnel over 2 M. in length.

Beyond (105 M.) *Stonehouse*, which is also a station on the Midland line (see p. 194), the line affords fine views to the left of the Welsh hills beyond the valley of the *Severn*. To the right rise the *Cotswolds*.

114 M. **Gloucester.** — **Hotels.** *Bell (Pl. a; B, 3, 4), Southgate St., R. from 4*s*., D. 4*s*. 6*d*.; Wellington (Pl. b; C, D, 3), opposite the G. W. station, R. 4*s*., D. 3*s*. 6*d*.; Ram (Pl. c; B, 4), Southgate St., R. 2*s*. 6*d*.; New Inn (Pl. d; B, 3), Northgate (see p. 182), commercial, R. 4*s*. 6*d*., D. from 2*s*. 6*d*.; Royal (Pl. e; D, 4), opposite the Midland Station, R. 3*s*. 6*d*., D. from 2*s*. 6*d*.; Wessex Temperance (Pl. f; C, 3, 4). — *Railway Refreshment Rooms*; *Cathedral Tea Rooms*, 4 College St.

Cabs for 1-2 pers. 1*s*. per mile, each addit. pers. 6*d*.; per hour 2*s*. 6*d*. — **Tramways** radiate in the four cardinal directions from the Cross.

Railway Stations. The station of the *G. W. Railway* (for London, Hereford, Cheltenham, South Wales, etc.), in Station Road (Pl. D, 3), is

connected by a covered bridge with the *Midland Railway Station* (Pl. D, 4; for Cheltenham, Birmingham, Bristol, etc.).

Steamers (small and crowded) ply in summer to *Tewkesbury* (p. 196), calling near *Deerhurst* (p. 196), and through the ship-canal to *Sharpness* (see below).

Theatres. *King's*, *Palace*, both in Westgate Street (Pl. B, 3).

Gloucester, the capital of Gloucestershire and the see of a bishop, contains (1901) 47,944 inhab. and is pleasantly situated on the left bank of the *Severn*, on the site of the British *Caer Glowe* ('fair city') and the Roman *Glevum*. The ground-plan of the Roman settlement is still preserved in the four main streets, which meet at right angles at the so-called *Cross* (Pl. B, 3) in the centre of the town and are named after the points of the compass (*Northgate*, *Southgate*, etc.). Fragments of old Roman walls may be seen under several of the houses in these streets. In 1643 the city successfully resisted the Royalists for a month and compelled them to retire. In consequence of this 'malignity' its fortifications were dismantled at the Restoration.

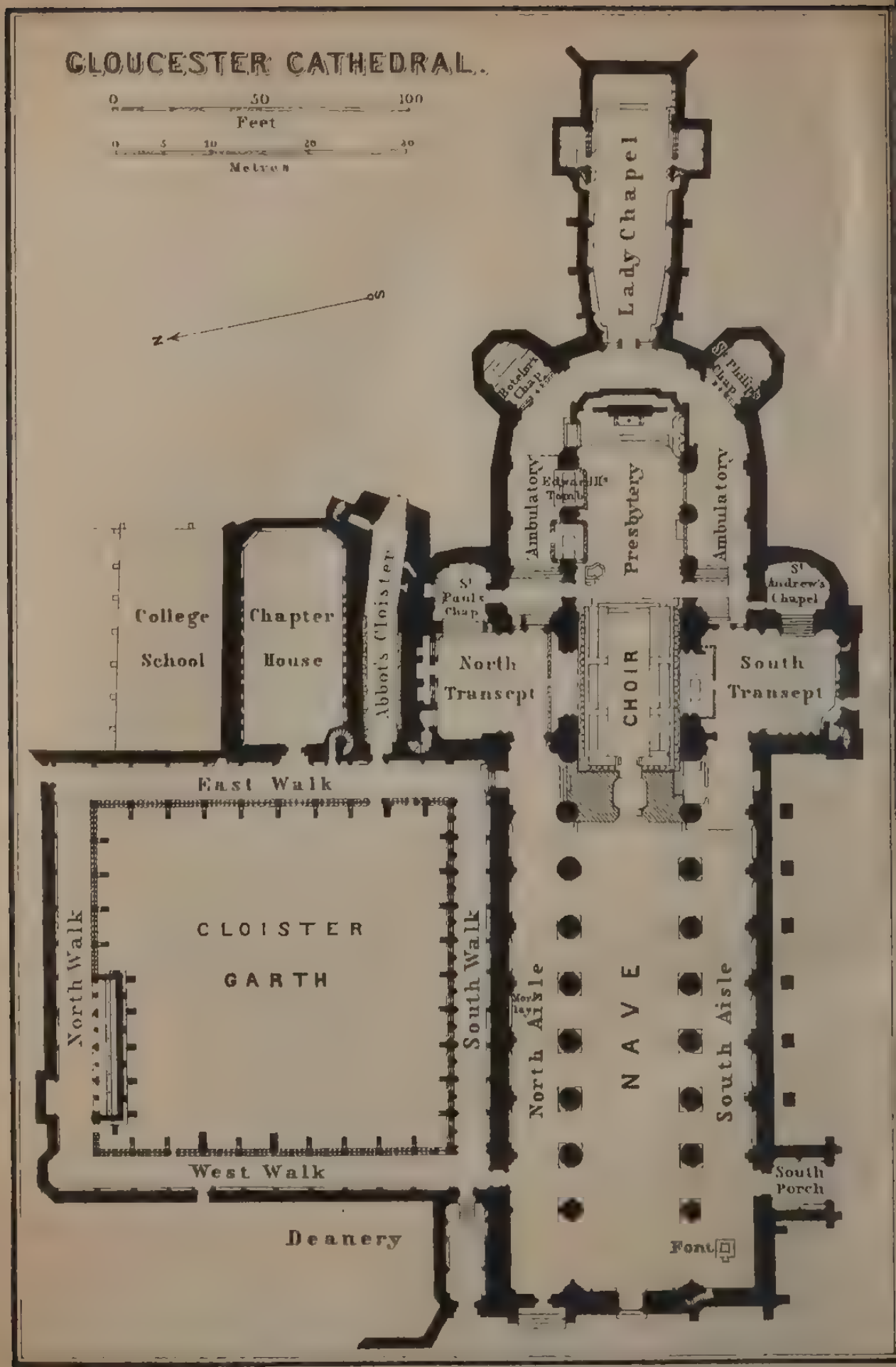
Gloucester carries on a large trade in corn and timber and contains extensive railway-carriage works (1100 hands; comp. Pl. A, 4), engineering works, flour-mills, iron-foundries, etc. Its docks (12½ acres) are connected by the *Gloucester and Berkeley Ship Canal* (16 M. in length) with the more extensive docks at *Sharpness* (p. 194), on the estuary of the Severn.

Turning to the right at the foot of the approach to the *Great Western Station* (Pl. D, 3), we follow Market Parade and St. Aldgate St. to Northgate St., which ascends to the left to the *Cross* (see above), passing the *New Inn* (Pl. d), an interesting brick and timber edifice, erected about 1450 for the accommodation of pilgrims to the shrine of Edward II. (p. 183). — From the *Midland Station* (Pl. D, 4) the same point is reached by following the narrow Station Road to the left to the level crossing, then following the broad Barton St. (tramway) and Eastgate St. to the right, passing the *Public Baths* (r.; Pl. C, D, 4), *Guild Hall* (r.; Pl. C, 3, 4), and *Market Hall* (l.; Pl. B, 4).

Brunswick Road leads to the S.W. from Eastgate St., passing the Technical School, containing the *Public Library and Museum* (Pl. B, C, 4; Roman antiquities; local relics), to the *Spa Pump Room* (Pl. B, 5), served by a chalybeate spring, immediately adjoining which is the *Public Park* (Pl. B, C, 5, 6).

From the Cross Westgate St. descends towards the cathedral; No. 154 on this street is one of the most interesting old houses in the city (best seen from the passage at the side).

The ***Cathedral** (*Holy Trinity;* Pl. B, 3), a very handsome and elaborately adorned building, occupies the site of a nunnery founded by Wulphere, the first Christian king of Mercia, about 670, which was followed by a monastery (821), transferred from secular canons to Benedictine monks in 1022. In its present form the body of the church is the work of Abbot Serlo, at the end of the 11th cent.; but this Norman core was most skilfully altered and recased, chiefly in the 14th cent., and the general external appearance of the edifice is thoroughly Perpendicular. The interiors of the *Nave*, *Crypt*, and *Chapter House* are Norman; ..


GLOUCESTER CATHEDRAL.
0 50 100
Feet
0 5 10 20 30
Metres
N
S
Lady Chapel
Botelor's Chap.
St Philip's Chap.
Ambulatory
Edward II's Tomb
Presbytery
Ambulatory
St Paul's Chap.
St Andrew's Chapel
College School
Chapter House
Abbot's Cloister
North Transept
CHOIR
South Transept
East Walk
CLOISTER GARTH
North Walk
South Walk
North Aisle
NAVE
South Aisle
West Walk
South Porch
Deanery
Font

Cloisters date from 1351-1412; the *W. Façade* and the beautiful *S. Porch* (fine Norman doors) were added in 1421-37; the stately **Tower* (225 ft. high), with its beautiful tracery and pinnacles, and the *Lady Chapel* belong to the second half of the 15th century. The cathedral suffered considerably in the Civil Wars, when the Parliamentarians are said to have stabled their horses in the cloisters (1641). The whole edifice has undergone a careful restoration under the superintendence of Sir G. G. Scott and Mr. Waller. The ogee arch is one of the leading features of the later work (14-15th cent.). The cathedral is 420 ft. long and 144 ft. wide; height of nave 68 ft., of choir 86 ft. The nave, the crypt, chapter-house, and cloisters, are open free; the E. part of the church on payment of 6*d.*; the daily services are at 8, 10.30 a.m., and 4 p.m. The church was raised to cathedral dignity in 1541, having previously been included in the diocese of Worcester.

Interior. With the exception of the two westernmost bays, the arches of the NAVE are all Norman. The massive circular piers are unusually lofty (30½ ft.), while the triforium (perhaps in consequence of this) is very low (comp. p. xli). The clerestory and vaulting are E.E. (ca. 1240). Most of the stained glass is modern, but there are two ancient windows (easily distinguishable) in the N. aisle. In this aisle is a good monument to Mrs. Morley (d. 1784), by Flaxman; and there is a statue of *Dr. Jenner* (1749-1823), a native of the county (comp. p. 194), at the W. end of the nave. The Dec. tracery of the windows in the S. aisle dates from about 1318. — In the TRANSEPTS we meet, according to Mr. Willis, the earliest known approach to the Perp. style, engrafted on the Norman frame-work. The vaulting under the tower is apparently supported by curious flying arches, which are perhaps unique. The reliquary in the N. transept is one of the few pieces of E.E. work in the church (13th cent.).

The *CHOIR, which begins one bay to the W. of the central tower, is a magnificent example of pure Perp. character. The form of the tracery, the elaborate vaulting, the panelled walls, the vast E. window, the rich stalls, taken all together, produce an effect unsurpassed perhaps by any other choir in England. Even the most unobservant visitor will see at a glance how the choir proper forms a kind of Perp. 'cage' inside the original Norman frame, the screen enclosing it being carried on all sides up to the roof. Or it may be compared to a veil or film of tracery thrown over the original walls. Mr. Willis believes that some of the Norman columns were pared down to harmonize with the new design. The date of this (ca. 1351) shows that the Perp. style was originated and completed by the masons of Gloucester. In the ambulatory of the choir the original Norman arches and piers are left undisguised. The E. *Window of the choir, the largest in England (72 ft. by 38 ft.), is filled with fine stained glass of the 14th century. The window is actually wider than the side-walls that contain it. The somewhat unusual feature of a window at the W. end of the choir is due to the fact that the latter is much higher than the nave. The *Stalls*, with grotesque miserere carvings, date from the 14th cent.; the *Reredos* is modern. The beautiful lierne vaulting of the choir should also be noticed. Between the Presbytery and the N. ambulatory is the **Tomb of Edward II.* (murdered at Berkeley Castle in 1327), surmounted by a beautiful canopy. The possession of the body of this unfortunate monarch proved a source of great wealth to the cathedral, and the small pulpit, or desk, at which the priest stood to receive the contributions of the pious pilgrims, still exists at the W. end of the ambulatory. From the N.E. angle of the ambulatory projects *Abbot Boteler's Chapel* (ca. 1445), containing the **Tomb of Robert Curthose* (d. 1135), Duke of Normandy, eldest son of the Conqueror, with a curious effigy in Irish bog-oak. The corresponding

chapel (both chapels are polygonal) at the S.E. angle is dedicated to *St. Philip*, and there are chapels also at the ends of the ambulatory and joining the transepts. The one to the S., dedicated to *St. Andrew*, has been restored and adorned with elaborate coloured decorations by Mr. Gambier Parry (comp. p. 185). — The E. termination of the cathedral is formed by the *Lady Chapel (ca. 1490), a fine Perp. structure with old stained glass (15th cent.), an ancient *Reredos, and good lierne vaulting. It has been narrowed at the W. end so as not to obstruct the light of the great E. window of the choir. There is a small chapel on each side, containing the tombs of two bishops. Above the chapels are small galleries, which may have been used by choristers.

We now ascend to the *Triforium* of the choir, reached by winding stairs in the W. turrets of the transepts, which occupies the whole width of the choir-aisles, and affords access to five small chapels corresponding to those below. The passage at its E. end is known as the 'Whispering Gallery', from its acoustic properties.

The *Cloisters (1350-1410), which have no rival in England, are entered by a door at the E. end of the N. aisle of the nave. The exquisite fan-vaulting is the first known instance of its kind in the country. The S. walk of the cloisters contained the Scriptorium of the monks, and the N. walk their Lavatory. — From the E. walk of the cloisters we enter the Chapter House, which is Norman, except at the E. end, where a large Perp. window has been inserted. A staircase ascends from it to the *Cathedral Library, which contains a copy of Coverdale's Bible (1535) and an Anglo-Saxon MS. of the 10th century.

The Crypt, entered from the S. Transept, is mainly of Norman workmanship, though probably including relics of the Saxon abbey (p. 182), and preserves the original plan of the E. end of the church.

The top of the Tower (225 ft.; adm. 1-2 pers. 2*s.* 6*d.*, more than 2 pers. 1*s.* each; closed 1-2 p.m.) commands a very extensive view. In the lower part of it hangs 'Great Peter', a bell weighing nearly 3 tons. The chimes play at 1, 5, and 8 p.m.

The triennial musical festivals held alternately in the cathedrals of Gloucester (next in 1910), Worcester, and Hereford, for the performance of oratorios and other pieces of sacred music, take place in September.

To the N. of the cathedral lie some remains of the *Monastic Buildings* of the Benedictine abbey (see p. 182). These include the so-called 'Little Cloisters' (Perp.) and six E.E. arches. Three or four ancient *Gateways* to the cathedral-precincts still remain, the most interesting being the *West Gate* (12th cent.), in St. Mary's Square. The new *Episcopal Palace* (Pl. B, 2) adjoins the monastic remains. The picturesque *Deanery (no adm.), to the N. of the W. front of the cathedral, carefully restored by Sir G. G. Scott, is the old Prior's Lodge. The E. end of the fine room now used as the Dean's Library, and once probably the Prior's Chapel, is pure Norman of the 11th or early 12th cent.; and the curious 'slype' beneath it is of the same period. The back part of the Deanery is of timber and dates from the 12th or 13th cent.; it contains a large room in which the Gloucester Parliament of Richard II. (1377-99) was held.

Opposite the West Gate (see above) stands the church of *St. Mary de Lode* (Pl. B, 2; E.E. and Norm.), with the alleged tomb of Lucius, the first British Christian king. The monument near its E. end is a memorial to *Bishop Hooper*, who suffered martyrdom on this spot in 1555. The house in which Hooper spent the night before his death is pointed out in Westgate St. (No. 52), opposite the Perp. church of *St. Nicholas* (Pl. A, B, 3). — At the Cross is the church of *St. Michael* (Pl. 4; B, 3), from the tower of which the curfew is still sounded every evening. In Southgate St. is the church of *St. Mary de Crypt* (Pl. B, 4; Perp.), in which George Whitefield (b. at the Bell Inn in 1714) was baptized. It contains

also the tomb of Robert Raikes (1735-1811), another native of Gloucester and erroneously described as the founder of the first Sunday School in England, whose timber-framed *House* (Pl. 3; B, 4) stands on the opposite side of the street. The cottage in which Raikes's Sunday School was held is in St. Catharine's St. (Pl. B, C, 2), on the N. side of the town. — The 'bore' on the Severn may be seen from Over Bridge, or, to greater advantage, about 2 M. below Gloucester.

From Gloucester to *Bristol*, *Cheltenham*, *Worcester*, *Birmingham*, and *Derby*, see R. 24; to *Bath*, see p. 120. Excursions may easily be made to the *Forest of Dean* (see below) and the *Valley of the Wye* (p. 186).

From Gloucester to Cardiff, 56 M., G.W.R. in 1½-2¼ hrs. (fares 9*s.* 6*d.*, 4*s.* 8½*d.*). To (7½ M.) *Grange Court*, see below. Our line here diverges to the left (S.) from that to Ross, follows the right bank of the *Severn*, and skirts the E. margin of the *Forest of Dean* (see below). 11 M. *Newnham* (Victoria, R. 3*s.*). To the left we have a good view of the Severn bridge mentioned at p. 194. Beyond (14¼ M.) *Awre* we cross the line from Berkeley Road to Lydbrook; and at (19 M.) *Lydney* (Feathers) those who wish to explore the Forest of Dean (see below) change carriages. — The train then crosses the *Wye* by a tubular bridge, 630 ft. long, and reaches (27½ M.) *Chepstow* (see p. 189). Excursion through the valley of the *Wye*, see pp. 189-186. — Beyond (32 M.) *Portskewett*, the ruins of Caldicott Castle (p. 189) are seen to the right. At (35¼) *Severn Tunnel Junction* our line unites with the main line from London to S. Wales (see p. 206).

The **Forest of Dean**, the triangular district between the Wye and the Severn, as far N. as a line drawn from Ross to Gloucester, was formerly a royal domain like the New Forest (see p. 86); and the crown-land still amounts to about 25,000 acres. It is now in great part a busy mining district, producing large quantities of coal and iron; but there are also extensive tracts of picturesque woodland, which repay exploration. It is traversed from S. to N. by the railway from *Lydney* to (12 M.) *Lydbrook*; and visitors may conveniently alight at *Speech House Station* and make the *Speech House Hotel* (R. from 4*s.* 6*d.*, D. 3*s.* 6*d.*-5*s.*, well spoken of) their headquarters. The hotel contains the *Verderers' Court* (comp. p. 86). The trees of the Forest are chiefly oaks and beeches. Among the pleasantest points are the *Holly Wood*, close to the Speech House; the *High Beeches*, 2 M. to the N.W.; the *Spruce Drive* and *Danby Beeches*, 3½ M. to the S.E.; the *Great Oak*, 4 M. to the W.; *Pleasant Stile*, *Langham Place*, the *Ruardean Hill* (855 ft.), the highest point in the Forest, and *St. Briavels* (p. 188), with a ruined castle and an interesting church. Visitors interested will easily find an opportunity of inspecting a colliery or an iron-mine.

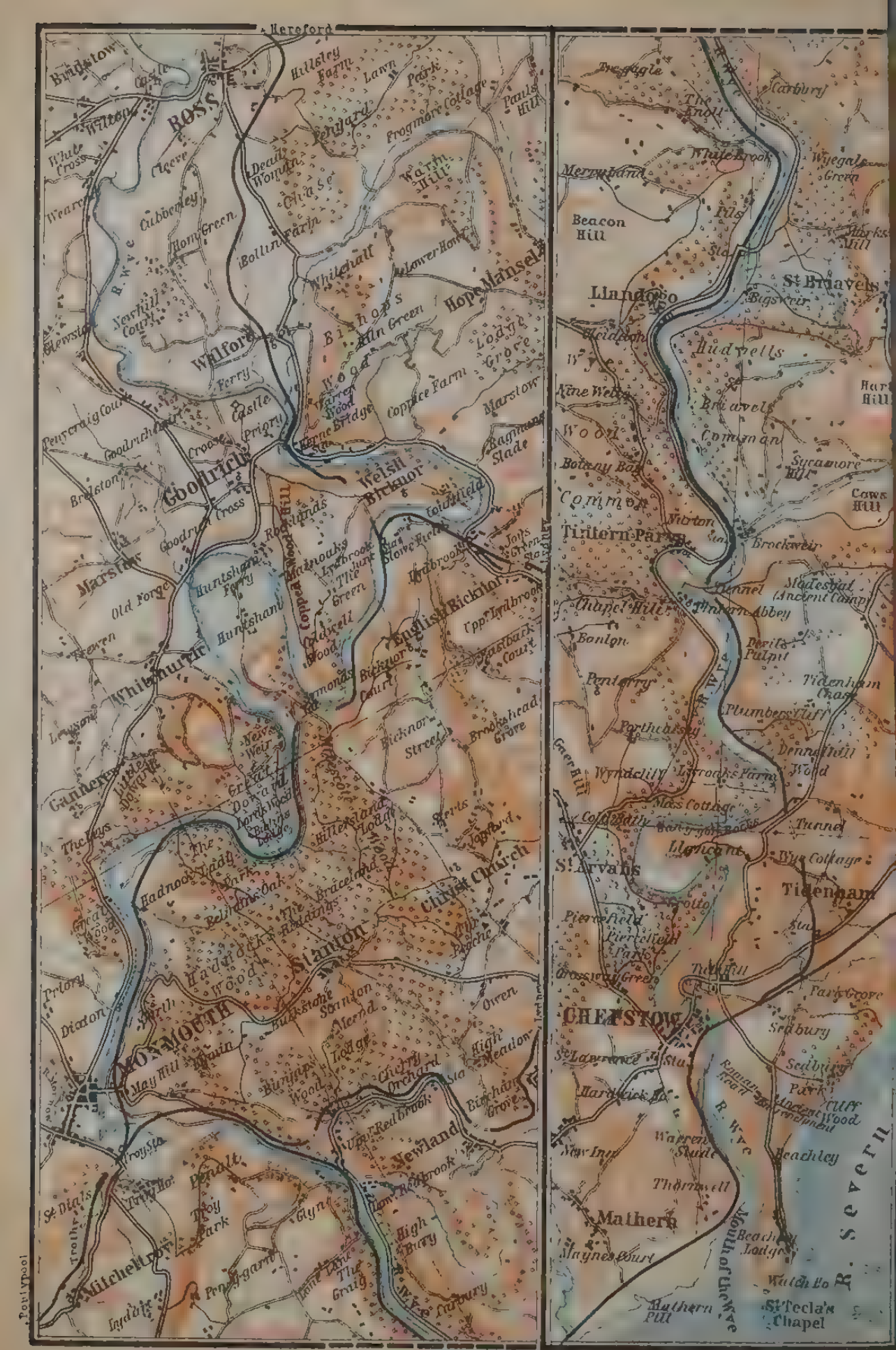
Passengers for Ross and Hereford sometimes change carriages at Gloucester. On quitting the town we obtain a good retrospect of the cathedral, and afterwards enjoy a succession of fine views of the valley of the Severn. About 2 M. from Gloucester we pass (on the right) *Highnam Church*, the interior of which was elaborately painted by the late Mr. Gambier Parry (p. 184), whose house, *Highnam Court*, is seen on the same side farther on. — At (12¼ M.) *Grange Court* our line diverges to the right from the line to Cardiff (see above). Farther on we pass *Blaisdon Hill* on the right, while 1 M. to the left is *Flaxley Abbey*, the residence of Sir Roger de Coverley's 'Widow' (Mrs. Boevy). To the right, at (125 M.) *Longhope*, rises *May Hill* (969 ft.). 127½ M. *Micheldean Road*, the station for (1½ M.) *Micheldean*, a small town on the N. margin of the Forest of Dean, with a church containing a fine oaken roof. The train now enters *Herefordshire*, a pleasant cattle-grazing district,

of which Camden (*'Britannia'*) remarks 'that for three W. W. W. — wheat, wool, water — it yieldeth to no shire in England'. The traveller should not omit to taste its perry and cider. To the left, in front of us, rises the *Penyard*.

132 M. **Ross** (*Royal*, near the church, with a fine view, R. 5*s*., D. 5*s*.; *Swan; King's Head*, R. 3*s*. 6*d*., D. 2-3*s*.), a pretty little town with 3575 inhab., stands on a hill overlooking the *Wye*, which is here crossed by a picturesque bridge. The **Church*, a handsome Dec. and Perp. building, with a lofty spire, conspicuous in all views of the town, contains the tomb (in the chancel) of *John Kyrle* (d. 1724), the 'Man of Ross' immortalized in Pope's well-known poem. The house (now a shop) of this eminent philanthropist on 500*l*. a year is in the market-place and is marked by his bust. Opposite is the *Town Hall*, a quaint little building, supported by pillars of red sandstone. A lovely view of the Wye is obtained from the *Prospect Walk*, adjoining the churchyard.

Valley of the Wye. Ross is the starting-point for a visit to the *Lower Wye*, the 'devious Vaga' of the poet, which presents some of the finest river-scenery in the country. The river also flows past Tintern Abbey, one of the most beautiful of England's ecclesiastical ruins, while Raglan, one of the most interesting of English castles, is within easy reach of its banks. The Wye flows to the S. from Ross, passing Monmouth, and joins the Severn near Chepstow (p. 189), which is 27 M. distant as the crow flies, but about 40 M. by the windings of the river.

The traveller has his choice of road, rail, and river; the last route is preferable, and it may be combined with digressions on foot. A boat with one boatman from Ross to Goodrich Castle costs 6*s*., to Symond's Yat 10*s*., to Monmouth 15*s*., to Tintern 25*s*., to Chepstow 35*s*.; with two men about one-half more. For boats apply to H. Dowell & Son, Wyeside. Boats may be hired also at (10½ M.) Monmouth. Perhaps the best plan is to go by boat to Tintern and to walk thence to (5¼ M.) Chepstow, as the lower (tidal) part of the Wye, except at high tide, is disfigured by ugly mud-banks. This walk also includes the Wyndcliff (p. 188), considered the finest single point in the valley. Those who have only one day at their disposal should visit Symond's Yat and Tintern by rail, and walk from the latter to Chepstow by the Wyndcliff. Monmouth is the best stopping-place for those who devote two days to the trip. The railway skirts the river nearly the whole way, and most of the stations are close to its banks. The times and fares from Ross are as follows: to (7½ M.) *Symond's Yat* in 25 min. (fares 1*s*. 3*d*., 7½*d*.); to (13 M.) *Monmouth* (Troy Station) in 35 min. (2*s*. 2*d*., 1*s*. 1*d*.); to (22 M.) *Tintern* in 1 hr. (3*s*. 9*d*., 1*s*. 10½*d*.); to (27½ M.) *Chepstow* in 1½-1¾ hr. (4*s*. 6*d*., 2*s*. 3½*d*.). In summer day-excursion tickets are issued at lower fares. Like the Severn, the Wye is famed for its salmon ('there is salmons in both'), and the fishery brings in a yearly rental of 20,000*l*. The lower Wye forms the boundary between Gloucestershire and Monmouthshire. The 'coracle', a primitive British boat made of hides or tarred canvas stretched over a frame of timber or wicker-work, may still be seen on the Wye; and Gilpin ('The Wye Tour') tells of an adventurous boatman who went from the Wye to Lundy (p. 169) and back in one of these frail craft.



Statute Miles

1 : 127,000
(Two Miles to an inch)

Kilomètres.

Leaving Ross by boat we obtain a good view of *Wilton Castle* (12-16th cent.), on the right bank, and beyond it we pass under *Wilton Bridge*. Wilton Castle at one time belonged to Thomas Guy, who bequeathed it to the London hospital that bears his name. About $4^1/_2$ M. farther on, on the same bank, are *Goodrich Court*, a modern imitation of a mediæval mansion, and **Goodrich Castle*, a fine ruin dating partly from the 12th cent. (adm. 6*d.*). It was at Goodrich Castle (in 1793) that Wordsworth met the little heroine of 'We are Seven'. Below Goodrich we pass under (1 M.) *Kerne Bridge* (rail. stat.; inn), beyond which the river makes an immense loop, and the scenery becomes more varied. To the E. lies the *Forest of Dean* (p. 185). At the end of the loop, near ($3^1/_2$ M.) *Lydbrook* (stat.; Queen's Head), we again pass under the railway. Farther on, at ($^3/_4$ M.) the **Coldwell Rocks*, the Wye doubles back upon itself, flowing towards the N. for $2^1/_2$ M. and then returning to within 600 yds. of its former channel. The tourist may leave the boat to navigate this bend, while he ascends ***Symond's Yat** (650 ft.), the hill at the neck of the loop, commanding an exquisite view of rocks, and woods, and meadows, not unlike the view from the Marienburg at Alf, on the Moselle. Close by is *Symond's Yat Station* (Rocklea, R. 3*s.*; Prospect House Temperance; Saracen's Head; Symond's Yat; Bungalow Boarding House). Boats may be hired at the Rocklea Hotel for excursions to *Lady Park Cave* (adm. 6*d.*), etc. Symond's Yat is separated from the *Great Doward* by a defile named the '*Slaughter*', and both hills are crowned with ancient encampments. The river then flows through the richly-wooded park of the *Leys*, and the valley becomes more open. Monmouth is $10^1/_2$ M. from Ross in a direct line, and about twice as far by the river. The road misses a great part of the scenery.

Monmouth *(Beaufort Arms; King's Head; Bridge Hotel; Angel)*, a town with 5095 inhab., which Gray calls 'the delight of the eye and the very seat of pleasure', is beautifully situated on a rising ground at the confluence of the *Monnow* and the Wye. The old *Castle*, of which some remains still exist, was the birthplace of Henry V. (1388-1422), the 'Prince Hal' of Shakespeare. The room in which he was born is still pointed out. On the old bridge crossing the Monnow is an interesting *Gateway* of the 13th cent., adjoining which is a small Norman chapel. The romancing chronicler Geoffrey of Monmouth (d. 1154) was born here, and a building (of much later date) is known as 'Geoffrey's Study'. The caps for which Monmouth was formerly celebrated ('wearing leeks in their Monmouth caps', *Henry V.*, iv. 7) are no longer made here. — There are two railway stations at Monmouth: *May Hill*, near the bridge, and *Monmouth Troy*, to the S. of the town. Passengers for Tintern and Chepstow sometimes have to change carriages at the latter, the train going on to Raglan, Usk, and Pontypool Road (see p. 188).

The View from ($2^1/_2$ M.) **Kymin Hill** (700 ft. above the river; ascent 1 hr.), on the opposite bank of the Wye, is very extensive and beautiful.

About 1¼ M. to the S.E. of this hill is the *Buckstone*, a rocking-stone, or 'Logan Stone' (*View).

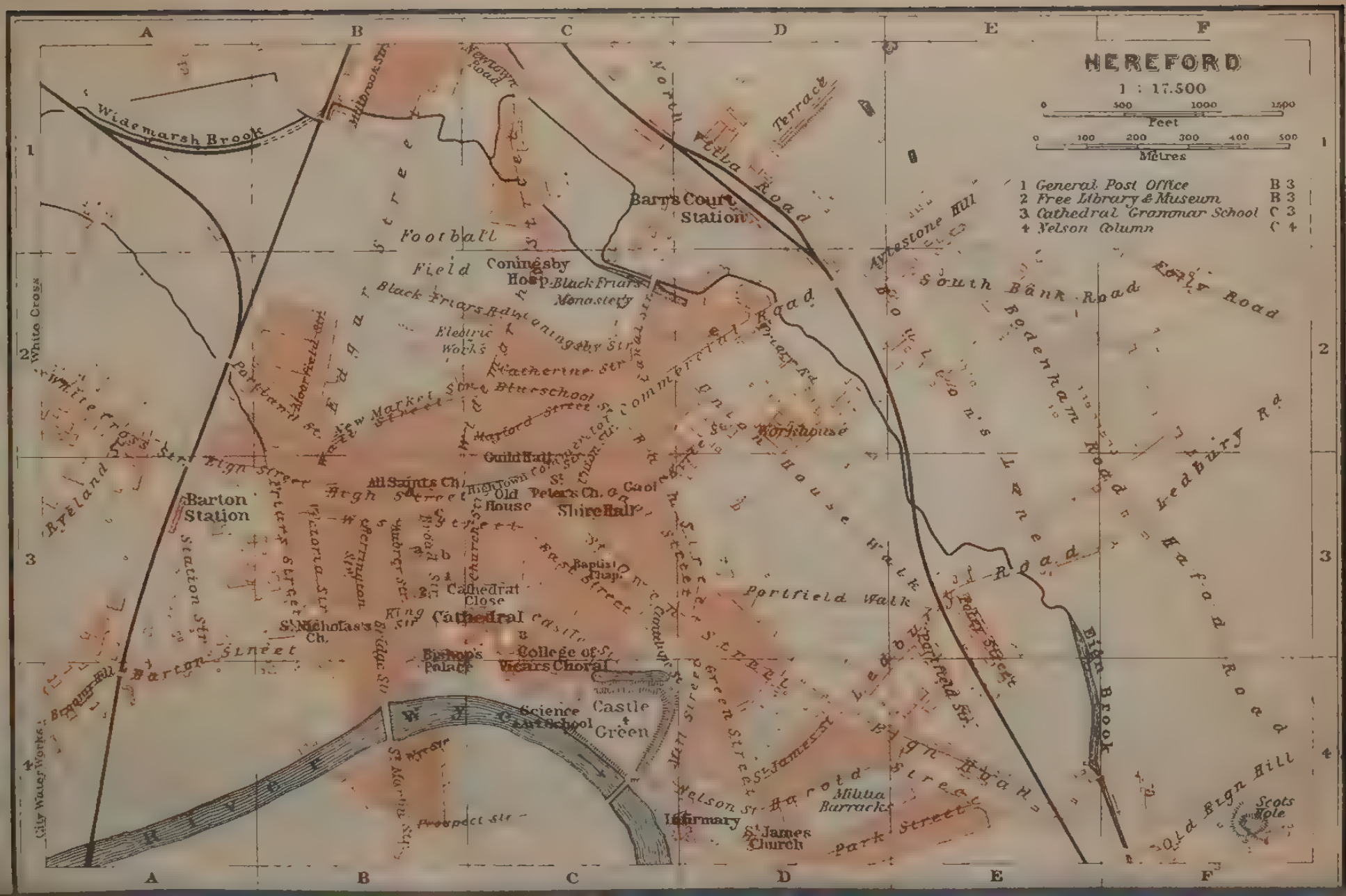
Monmouth is a good centre for numerous charming excursions, and the tourist is advised to interrupt his descent of the Wye long enough at least for a visit to *Raglan* (Beaufort Arms), 7 M. to the S.W.; railway (G. W. R.) in ¼ hr.; fares 1*s.* 1*d.*, 6½*d.* *Raglan Castle (adm. 6*d.*), now a picturesque ruin, was built in the 14-15th cent., and in 1646 was gallantly defended against the Parliamentarians for 10 weeks by the Marquis of Worcester, then in his 84th year. It was the last fortress to hold out for the king. The second marquis, the son of the heroic royalist, is distinguished for having invented and constructed the first steam-engine, which was set up at Raglan as a pumping engine. Lord Raglan, the British commander in the Crimean War, took his title from this spot. — Beyond Raglan the train goes on to (12 M.) **Usk** (*Three Salmons*, R. or D. 2*s.* 6*d.*), an ancient place with an old church and castle and a noted salmon-fishery, and (18 M.) *Pontypool Road* (p. 206). — Other interesting places near Monmouth are (8 M.) *Skenfrith Castle*, (13½ M.) *Grosmont Castle*, and (9½ M.) *White Castle*.

Below Monmouth the valley of the Wye soon again contracts, and is enclosed by steep wooded hills. The railway from Monmouth to Chepstow skirts the river nearly the whole way. On the right bank, 2 M. from Monmouth, lies *Pennalt*, near which is *Troy House*, now occupied by French nuns. On the opposite bank are various traces of the industries carried on in the Forest of Dean. At *St. Briavels Station* (4 M. from Monmouth) we reach the highest point where the flow of the tide is perceptible. About 2 M. to the E. is *St. Briavels* (p. 185). The train next passes (3½ M.) *Tintern Parva* and *Tintern Station*, both on the right, and after rounding another loop reaches (1½ M.) the ivy-clad ***Tintern Abbey**, one of the most romantic ruins in England, lying in a green meadow on the right bank of the Wye (adm. 6*d.*).

The abbey was founded by Cistercian monks in 1131, but the church, the chief feature of the ruins, dates from the end of the following century. The building, which is 228 ft. long, is a fine specimen of Dec. Gothic. The roof and central tower are gone, but the rest of the structure is still well preserved. The window-tracery and other decorations are very beautiful. The secular buildings are much smaller and less important than those of Fountains Abbey (p. 474). The village of *Tintern* (Beaufort Arms, R. from 4*s.*, D. 3*s.* 6*d.*, well spoken of; Royal George, R. 2*s.* 6*d.*, D. from 2*s.* 6*d.*; Rose & Crown, R. 2*s.* 6*d.*) is close to the abbey. The railway-station (see above) is 1 M. distant by road.

The river-scenery between Tintern and (7 M.) Chepstow is very charming, though it loses much of its attraction at low tide (see p. 186). We skirt the base of the wooded Wyndcliff (see below), and farther on pass the fine rocks known as the **Twelve Apostles* (to the right). As we approach Chepstow we have a good view of the castle.

As, however, the Wyndcliff is one of the points that no visitor to the Wye should miss, many will prefer to walk from Tintern to (5¼ M.) Chepstow. We follow the road leading to the S. from the Abbey to (2¼ M.) the 'Moss Cottage', and pass through the cottage (fee 6*d.*) to a winding path which ascends, partly in steps, to the top of the ***Wyndcliff** (970 ft.). At the top we turn to the right and descend a little to reach the small outlook plat-


HEREFORD
1 : 17.500
Feet
Metres
1 General Post Office B 3
2 Free Library & Museum B 3
3 Cathedral Grammar School C 3
4 Nelson Column C 4
Widemarsh Brook
Barrs Court Station
Coningsby Hosp.
Black Friars Monastery
Football Field
Electric Works
Barton Station
Guild Hall
All Saints Ch.
Old House
Shire Hall
Cathedral Close
Cathedral
St. Nicholas's Ch.
Bishop's Palace
College of Vicars Choral
Castle Green
Science Art School
Infirmary
St. James Church
Militia Barracks
Portfield Walk
Workhouse
Aylestone Hill
South Bank Road
Bodenham Road
Ledbury Road
Eign Brook
Old Eign Hill
Scots Hole
Eign Street
Barton Street
Ryeland St.
White Cross
City Water Works
Terrace
Newtown Road
Millbrook Str.
Edgar Street
Commercial Road
Union House Walk
Eign Road
Harold Street
Park Street
Nelson St.
Green Street
Wye Street
Prospect Str.
Station Str.
Victoria Str.
Friars Street
Berrington Str.
Bridge Str.
Castle St.
Church St.
Broad St.
Hubert Str.
Wyeland Str.
Portland St.
Moorfield Str.
Catherine Str.
Blueschool Street
Marford Street
New Market Street
Eign Street
High Street
Union Street
Ledbury Road
Portfield Str.
Peter Street
Hafod Road
Ledbury Rd.
Boulton's Lane
Eaton Street
Wall Street
St. James St.
Cantilupe St.
Baptist Chap.
Gaol
Old Eign Hill
A
B
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1
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4

form, which commands one of the finest views of river-scenery in Europe, remarkable for the beauty and variety of its foliage. The Severn is seen in the distance. In descending we do not return to the Moss Cottage, but keep to the S. (left) at the point on the summit where we turned to the right, and regain the road at a point 1/3 M. nearer Chepstow. After 1/2 M. more we turn to the left, and then follow the main road to (2 1/4 M.) Chepstow. On certain days (enquire) we may walk through **Piercefield Park*, from near the point where we regain the road to within 3/4 M. of Chepstow.

Chepstow *(Beaufort Arms; George)*, a town with 3067 inhab., is picturesquely situated on the W. bank of the Wye, which is here crossed by two bridges, 2 1/2 M. above its junction with the Severn. It is a station on the S. Wales line from Gloucester to Cardiff (see p. 185). **Chepstow Castle* (adm. 6*d.*), on a height commanding the river, dates mainly from the 13-14th cent. and is an extensive and interesting ruin, enclosing four courts. The third court, known as the Chapel, seems to have been the original Norman keep. *Martin's Tower* was for 20 years the prison of the regicide of that name (d. 1680; buried in the church), and Jeremy Taylor also was confined here in 1656. A good view of the castle is obtained from the bridge. The *Church of St. Mary*, near the bridge, has a Norman nave and a fine Norman W. doorway. Some parts of the town-walls and an old gateway are still *in situ*.

Caldicot Castle (adm. on previous written application), 5 1/2 M. to the S.W. of Chepstow, was described by Freeman as surpassing in masonry and details every military building he had seen, being fully equal to the best ecclesiastical work. About 1 1/2 M. to the N. of the castle lies **Caerwent** (*Ship*, small), a city of some importance in Roman times (*Venta Silurum, Civitas Silurum*), where excavations have been carried on since 1899. The greater part of the city-wall is still to be seen; the N. and S. gates are interesting, but little remains of the E. and W. gates through which the Chepstow and Newport road passes. The amphitheatre, several hypocausts, etc. are also visible. Some of the pavements discovered here have been removed to Newport, but the temporary *Museum* (adm. 6*d.*) at Caerwent contains many objects of interest (including two inscribed stones).

Beyond Ross the Hereford line passes several country-seats. Stations *Fawley* and *Holme Lacy*. The fine gardens of *Holme Lacy House*, a large red mansion to the right, are occasionally open to the public. The *Wye* is crossed several times.

144 M. **Hereford.** — *Green Dragon (Pl. a; B, 3), R. from 4*s.*, D. 4*s.*, Mitre (Pl. b; B. 3), City Arms (Pl. c; B, 3), all in Broad St.; Greyhound (Pl. d; B, 3), High St.; Merton (Pl. e; D, 2), unpretending. — *Railway Refreshment Rooms.* — *Post Office* (Pl. 1; B, 3), Broad Street.

Hereford, an episcopal city with 21,382 inhab., pleasantly situated on the left bank of the Wye, is of very ancient origin and has many old buildings and half-timbered houses. It was at one time strongly fortified, and remains of the old walls are still traceable. The see dates from the 7th cent., when it was detached from that of Lichfield. The *Castle*, built to hold the Welsh in check, and

described by Leland as 'one of the fayrest, largest, and strongest castles in England', has almost wholly disappeared (comp. p. 191). Hereford carries on an extensive trade in the agricultural produce of the district (comp. p. 186).

From *Barr's Court Station* (Pl. D, 1), used in common by the G. W., L. & N. W., and Mid. Railways, Commercial Road and Commercial St. lead to the square known as the High Town. Here, to the left, rises the so-named **Old House* (Pl. C, 3), a picturesque example of a half timbered dwelling (about 1620; restored in 1882), now used as a bank. The *Church of All Saints* (Pl. B, 3), in High St., farther to the W., contains choir stalls of the 15th cent., a chained library in the vestry, etc. — From this point Broad St. runs to the S. to the cathedral, passing the *Free Library & Museum* (Pl. 2; B, 3). The latter (open daily 10-5, free) contains local antiquities (including a fine Roman monolithic altar), fossils, and birds.

The **Cathedral* (Pl. B, C, 3; *SS. Mary & Ethelbert*), the fourth church on the same site, begun in 1079 on the destruction of its predecessor by the Welsh (1055) and not finished till 1530, naturally shows an interesting mixture of architectural styles. The nave, S. transept, choir, and piers of the tower are Norman; the Lady Chapel is E.E. (1226-46); the N.W. transept was rebuilt in 1250-88; the inner N. porch was erected about 1290. The central tower (165 ft.) dates from the 14th, and the cloisters from the 15th century. The addition of the outer N. porch (about 1530) completed the building as it now stands. The W. façade was marred at the end of the 18th century during the 'renovation' undertaken by *Wyatt* (p. 105) in consequence of the fall of the W. tower (1786), but the whole building was afterwards restored with success by *Sir G. G. Scott* (1856-63).

The daily services of the cathedral are held at 10 a.m. and 4.30 p.m. Visitors are requested to inscribe their names in a book and contribute 6*d.* to the building-expenses. The usual entrance is by the **North Porch*, the outer portion of which is Perp. and the inner E.E. (see above). The principal dimensions of the cathedral are: length 342 ft., breadth of nave and aisles 73 ft., length of transepts 146 ft., height of nave 64 ft.

Interior. The first thing to strike the visitor on entering the Nave is the contrast presented by its severe and massive piers and arches to the Dec. features of the exterior. The arches are adorned with chevron mouldings. The clerestory and triforium are poor, dating only from Wyatt's restoration (see above), and the unsuitable ornamentation of the ceiling is also modern. The oak pulpit is Jacobean. Among the monuments in this part of the church are those of *Bishop Booth* (1516-35), in the N. aisle, and *Sir Richard Pembridge* (d. 1375), in the S. aisle. Near the latter is the Norman *Font*, of the 12th century. The N.W. Transept, perhaps the most beautiful part of the edifice, is a fine specimen of the Early Dec. style, with tall, narrow windows, arches of unusual form, and elaborate diaper ornamentation. The modern stained glass window in memory of Archdeacon Freer (d. 1868) by *Hardman*, is very rich. The transept contains numerous monuments, of which the most interesting are those of *Bishops Peter de Aquablanca* (1240-68) and **Thomas de Cantilupe* (1275-82;

the last Englishman canonized before the Reformation). The exterior of this transept should also be examined. The S.W. Transept is Norman, with later alterations, and some authorities believe it contains part of the oldest work in the building. On its W. side is a curious old fire-place, an unusual feature in a church. Its E. aisle, now used as a *Vestry*, contains a glass-case, with various interesting objects. Above the crossing rises the *Great Central Tower*, the curious work in the lantern of which resembles a large cage with bars of stone. The Choir is separated from the nave by an elaborate *Metal Screen*, executed by Skidmore from a design by Sir G. G. Scott, and there are also good metal gates at the ends of the choir aisles. The main arches and triforium of the choir are Norman, the clerestory E.E. The E. extremity was rebuilt about 1850. The *Episcopal Throne* and the *Stalls* date from the 14th cent.; the *Altar*, *Sedilia*, *Reredos*, *Stained Glass Windows*, and *Tiled Pavement* are modern. To the left of the altar is an interesting old *Bishop's Chair*, dating from the 14th century. Opening off the N. choir-aisle is *Bishop Stanbury's Chantry*, a small chapel of the end of the 15th century. To the W. of it is a door leading into the *Old Archive Room*, which was formerly accessible only by the gangway across the large window in the N.W. transept (see p. 190). The 2000 ancient chained volumes it contained have been removed to the New Library (see below). In the S. choir-aisle the famous **Hereford Mappa Mundi*, a quaint map of the world executed about 1314, is hung in its original frame, protected by modern doors of oak. Both aisles contain the monuments of several bishops. The choir ends at the E. Transepts, which date in their present form mainly from the 14th century. From the S.E. transept a passage called the Vicars' Cloister, with a carved wooden roof, leads to the Vicars' College (see below).

The easternmost arm of the cathedral is the Lady Chapel, a good example of E.E., containing, among others, the fine tomb of *Baron de Grandison* (d. 1358). On the S. side, behind a lofty stone screen, is the *Chantry of Bishop Audley* (1492-1502), who, however, is buried in the chantry he built at Salisbury after his translation to that see (p. 105). A door at the N.W. angle of the Lady Chapel leads to the Crypt, said to be the only one in England of later date than the 11th century. The Bishop's Cloisters (15th cent.) are entered from the S. side of the nave. In the E. walk is the doorway of the old Chapter House, of which little else remains. The tower at the S.E. angle of the cloisters is traditionally known as the 'Ladye Arbour'. Over the W. cloister is the new *Cathedral Library* (1897), among the most valuable books in which are Caxton's 'Golden Legend' and the 'Hereford Use' (of about 1270).

Triennial Musical Festivals (at Hereford in 1912), see p. 184.

The *College of Vicars Choral*, to the S. of the cathedral, is in the Perp. style (1475-1500). The *Episcopal Palace*, between the cathedral and the river, contains a Norman hall. The *Cathedral Grammar School* (Pl. 3), to the E. of the cathedral, was founded in the 14th century.

A brass-plate on the wall of the bishop's garden, in Gwynne St. (formerly Pipe Lane), marks the site of the birthplace of *Nell Gwynne* (1650-87), 'foundress of Chelsea Hospital'.

From the Cathedral Close Castle St. leads to the S.E. to *Castle Green* (Pl. C, 4), a pleasant public park on the river, occupying the site of the outer ward of the now vanished castle (comp. p. 190). In the centre rises a column to the memory of *Lord Nelson* (Pl. 4), and to the N. is the *Castle Pool*, a relic of the moat.

We may now return to the centre of the town viâ St. Owen St. (Pl. D, C, 3), passing the *Shire Hall* (Pl. C, 3), opposite which is a *Statue of Sir George Cornewall Lewis* (1806-63; M.P. for Here-

fordshire, 1847-52), the *Town Hall* (1904), and *St. Peter's Church* (Pl. C, 3), containing 14 oaken stalls of the 15th century.

From High Town (see p. 190) Widemarsh St. leads to the N. to (1/3 M.) *Coningsby Hospital* (Pl. C, 2; small fee to the 'corporal'), a neat little building (1614) for old soldiers and servants, on the site of a commandery of the Knights Templar, of which a Norman archway still remains. It is also known as the *Black Cross Hospital*, from the ruins of a priory of Black Friars in the garden. The most striking of these relics is the *Preaching Cross. The Raven Inn, near the beginning of Widemarsh St., is pointed out as the birthplace of *David Garrick* (1717-79). — Another walk may be taken westwards from High Town through High St. and Eign St., across the railway bridge, and along White Cross St. (Pl. A, 2) and White Cross Road to (1 1/4 M.) the *White Cross*, erected in the 14th cent. to commemorate the cessation of the Black Death (1349).

Hereford is a fairly good centre for excursions, of which those up and down the *Wye* are the first to suggest themselves. In both directions the pedestrian, motorist, or cyclist will meet with much characteristic English river-scenery, and numerous small but comfortable inns make it a comparatively easy matter to extend the walk in the one direction to Ross, Monmouth, or Chepstow (comp. p. 186 *et seq.*), or in the other to Hay, Builth, or Rhayader (comp. pp. 217, 218). The boating trip down the Wye is sometimes begun here, with nights spent at Ross and Monmouth (comp. p. 186; fare to Chepstow about 35*s.*). — Among other places of interest within the compass of a day's excursion are *Leominster* (see below); *Malvern* (p. 203); the *Black Mts.* (p. 205); *Dinedor Hill*, a Roman camp 3 M. to the S. (view); *Holme Lacy*, 4 M. to the S.E. (p. 189); *Kilpeck Church*, 7 1/2 M. to the S.W., with grotesque Norman sculptures (see p. 205); *St. Ethelbert's Camp*, 6 M. to the E.; and *Tewkesbury* (p. 196).

From Hereford to Shrewsbury, 51 M., railway in 65 min.-2 hrs. (8*s.* 6*d.*, 5*s.* 4*d.*, 4*s.* 3*d.*). — The train traverses rich pasture-land, penetrates *Dinmore Hill*, 'a specula to see all the country about' (Leland), by a tunnel (3/4 M.), and passes several unimportant stations. — 13 M. Leominster, pronounced *Lemster* (*Royal Oak*, R. 4*s.*, D. 3*s.* 6*d.*; *Talbot*, R. 3*s.* 6*d.*, D. 3*s.*; *Rail. Rfmt. Rooms*), an ancient town with 5826 inhab., derives its name from a priory founded here in the 7th century. The **Church of SS. Peter and Paul* (restored 1866-91), one of the finest parish-churches in the country, exhibits features of all the principal architectural styles from Norman to Perpendicular (fine ball-flower ornamention). It contains an ancient ducking-stool (comp. p. 259). Other interesting buildings are the *Clarke Alms Houses* (1736; rebuilt 1874) and the former *Market House* (1634), removed in 1853 from the middle of the town to the pleasure-grounds known as *The Grange*. A branch-line runs hence to *New Radnor* (Eagle) and *Presteign* (Radnorshire Arms). — From (18 M.) *Wooferton*, where we enter the valley of the *Teme*, a branch-line runs to the E. to *Tenbury*, Bewdley (p. 200), and Kidderminster (p. 279). To the right rises *Titterstone Clee* (1780 ft.).

23 M. **Ludlow** (250 ft.; *Feathers*, R. from 4*s.*, D. 3*s.* 6*d.*; *Angel*, R. 4*s.* 6*d.*, D. 3*s.* 6*d.*), a very interesting town with 4552 inhab. and many fine old wooden houses, is prettily situated at the confluence of the *Teme* and the *Corve*. It was formerly the seat of the Lords President of Wales, whose **Castle*, still magnificent in decay (adm. 6*d.*), was built in the 12th century. Milton here wrote his '*Comus*', to celebrate the appointment of the Earl of Bridgewater to the office of Lord Marcher; and also a great part of Butler's '*Hudibras*' was written within its walls. The hall in which 'Comus' was 'presented' in 1634 is still *in situ*, and there are remains of a circular Norman chapel. The **Collegiate Church of St. Lawrence*, the

stately Perp. tower of which is conspicuous from the railway (to the left), contains good stained glass and many interesting monuments. At one end of Broad St. is the *Butter Cross* and at the other is the *Lynney Gate*, one of the seven original town-gates. Near the castle is a *Museum*, with an extensive collection of Silurian fossils. — Pleasant excursions may be made from Ludlow to the *Vignals* (4 M.; view), *Bringewood Chase* (3 M.; view), *Hay Wood*, *Downton Castle*, *Wigmore Castle*, *Staunton Lacey* (with a pre-Norman church; 2½ M. to the N.), etc.

31 M. **Craven Arms** (*Craven Arms*, R. or D. from 2*s.* 6*d.*; *Stokesay Castle*, R. 3*s.* 6*d.*, D. 2*s.* 6*d.*-4*s.*; *Rail. Rfmt. Rooms*) is the junction for the *Central Wales Railway* to *Llandrindod*, *Carmarthen*, *Swansea*, *Tenby*, etc. (comp. R. 24). To the N.E. (right) another branch runs to (18 M.) Much Wenlock, (22 M.) *Coalbrookdale*, and (28 M.) *Wellington* (p. 281). *Much Wenlock* (Gaskell Arms; Raven) is a small town with the fine ruins of a Cluniac **Priory*, which was founded in 1080 and exhibits an interesting mixture of Norman and Gothic architecture. Below the quaint *Guildhall* are the ancient whipping-posts. A third branch runs to the left to *Bishop's Castle*. About 1 M. to the S. of Craven Arms is **Stokesay Castle* (13th cent.), surrounded by a moat, one of the finest castellated mansions in England.

Farther on, the line runs parallel with *Watling Street*. To the right are the *Stretton Hills* (1675 ft.). Beyond (38 M.) *Church Stretton* (650 ft.; Church Stretton Hotel, R. 5*s.*, D. 4*s.*; *Longmynd Hotel, above the town, R. from 4*s.* 6*d.*, D. 5*s.*), with an interesting church (partly Norman), a quaint market-hall, and manufactories of mineral water, we pass three unimportant stations and reach —

51 M. **Shrewsbury**, see p. 281.

From Hereford to *Malvern* and *Worcester* and to *Newport* and *Cardiff* see R. 25; to *Brecon* and *Swansea*, see R. 27.

24. From Bristol to Gloucester, Cheltenham, Worcester, Birmingham, and Derby.

Midland Railway to (37 M.) *Gloucester* in ¾-1 hr. (fares 5*s.*, 3*s.* 1*d.*); to (43½ M.) *Cheltenham* in 1-2 hrs. (fares 6*s.* 10*d.*, 3*s.* 7*d.*); to (65½ M.) *Worcester* in 1½-2 hrs. (fares 8*s.* 8*d.*, 5*s.* 5½*d.*); to (92½ M.) *Birmingham* in 2¼-4½ hrs. (fares 12*s.* 4*d.*, 7*s.* 7½*d.*); to (135 M.) *Derby* in 3¼-4¾ hrs. (fares 18*s.*, 10*s.* 10½*d.*). — Great Western Railway to (44½ M.) *Cheltenham* in 1 hr. (fares as above); to (73½ M.) *Stratford-on-Avon* in 1½ hr. (10*s.* 4*d.*; 6*s.* 1½*d.*); to (88½ M.) *Birmingham* in 2¼ hrs. (fares as above); to (111 M.) *Wolverhampton* in 3 hrs. (p. 279; 13*s.* 4*d.*, 8*s.* 1*d.*). This G. W. route is traversed once daily in each direction by expresses from and to *Penzance* (p. 158); comp. p. 129. — Both these routes afford convenient access from Bristol to Manchester, Liverpool, and the North.

Bristol, see p. 121. — 3 M. *Fish Ponds*; 3¾ M. *Staple Hill*. — At (5 M.) *Mangotsfield* our line unites with that from Bath. — 10¼ M. *Yate*, 6 M. to the E. (right) of which lies *Badminton* (p. 206).

From Yate a branch-line (fares 1*s.* 1*d.*, 7½*d.*) diverges to (7½ M.) *Thornbury* (Swan), with a fine cruciform church and a large Tudor castle, built by the Duke of Buckingham in 1511, but never finished.

15 M. *Wickwar*. Near (17 M.) *Charfield* lies *Tortworth Court* (Earl of Ducie), the park of which contains the largest chestnut-tree in England (50 ft. in circumference), mentioned in a document of the 13th century. Charfield is the station for *Wotton-under-Edge* (Swan), 2 M. to the E. (omn.). — The column now visible on the right commemorates *William Tyndall*, translator of the Bible, who was born in the vicinity. — 22¼ M. *Berkeley Road*.

From Berkeley Road to Lydney (Forest of Dean), 8 M., branch-railway in 1/2 hr. — 2 1/4 M. **Berkeley** (*Berkeley Arms*, R. 3*s*., D. 2*s*. 6*d*.), a small town with 6277 inhab., was the birthplace of Edward Jenner (1749-1823), the discoverer of vaccination. **Berkeley Castle* is an ancient baronial castle, with a moat and keep, still occupied as a dwelling (Lord Fitzhardinge). It contains some portraits of the Berkeley family, the cabin furniture of Admiral Drake, and other interesting relics. It was in this castle that Edward II. was murdered in 1327. The keep and historic apartments are open to visitors on Mon., Wed., & Thurs., 11-1 and 2-4 (tickets, 1*s*., at the station or from Miss Smith, stationer, High St.). Berkeley Church contains two epitaphs by Swift, one on Dicky Pearce, the jester. — 4 M. *Sharpness* (Severn Bridge Hotel), on the Severn, is the foreport of Gloucester, with which it is connected by a canal (see p. 182; steamer twice daily 1*s*.). — The line now crosses the Severn by the magnificent **Severn Bridge*, 3/4 M. long, to (5 1/4 M.) *Severn Bridge Junction*. — 8 M. *Lydney Junction*, see p. 185.

24 M. *Coaley Junction* is the station for *Dursley* (Old Bell), a wool-manufacturing town, with a Dec. church. — 27 M. *Frocester* (p. lx). 28 1/2 M. *Stonehouse*, junction for *Nailsworth* and *Stroud*, has another station, about 1 M. distant, on the G.W.R. (see p. 181).

37 M. **Gloucester** (Midland Station; *Rfmt. Rooms*), see p. 181. — Beyond Gloucester, the cathedral tower of which is well seen to the left, we pass *Churchdown* and soon reach *Queen's Road Station* at —

43 1/2 M. **Cheltenham.** — **Hotels.** *Queen's, at the S. end of the Promenade, R. 4*s*. 6*d*., D. 5*s*., pens. 73*s*. 6*d*. per week; *Plough, High St., an old and comfortable house, with the largest stable-yard in England; Fleece, Royal, Bellevue, Lamb, all in High St., commercial; Pierpoint, Royal Crescent. — Private Hotels: Soyer's; Tate's; Gloucester House; The Chelt; The Lansdown.

Restaurants. *George's*, *Jennings's*, High St.; *Lock's*, Clarence St.; *Rail. Rfmt. Rooms*.

Electric Tramways pass close to all the chief railway-stations, connecting them with the High Street, etc., and with the suburbs of *Leckhampton*, *Charlton Kings*, *Prestbury*, and *Cleeve Hill*.

Cabs. One-horse cab for 1-2 pers. 1*s*. per mile, 3 or more pers. 1*s*. 6*d*.; for each addit. 1/2 M. 6*d*.; two-horse cab for 1 or more pers., 1 M. 1*s*. 6*d*., 1 1/2 M. 2*s*. 6*d*., 3 M. 3*s*., each addit. 1/2 M. 9*d*. By time: one-horse cab 2*s*. 6*d*. per hr., two-horse 4*s*. — **Motor Cars** on hire at *Steel's*, High St.; *Norton's*, Bath Road.

Railway Stations. *Central Station*, St. James Sq., for G. W. R. trains to Birmingham, Gloucester, London (3 1/2-4 3/4 hrs.; fares 19*s*., 12*s*., 9*s*. 6*d*.), Oxford, etc. — *Queen's Road Station*, 1 1/4 M. from the centre of the town, for Mid. R. trains to Southampton, Gloucester, Bristol, Birmingham, and the North. — *Cheltenham South Station*, 1 1/2 M. from the centre, for G. W. R. and G. C. R trains to Banbury, Leicester, Sheffield, Newcastle, etc. — Hotel-omnibuses meet the principal trains.

Amusements. *Theatre & Opera House*, Regent St. — *Town Hall*, Imperial Square, for concerts, balls, lectures, etc. — *Winter Gardens* for exhibitions, concerts, etc. *Montpellier Gardens* with variety performances and military band every afternoon in the season. *Rotunda* and *Victoria Hall*, for concerts, etc. — Boating, tennis, etc. in *Pittville Gardens*.

Cheltenham, a frequented and well-built inland watering-place with (1901) 49,439 inhab., is pleasantly situated on the *Chelt*, on the verge of the Vale of Severn, bounded on the S.E. by the *Cotswold Hills*. Its springs were discovered in 1716, but it was not till after the visit of George III. in 1788 that it became a fashionable resort. The waters are of two kinds, one characterized by the presence of sulphates of soda and magnesia, the other containing bicarbonate and chloride of soda. They are prescribed for

gout, obesity, dyspepsia, etc. The *New Spa* (for drinking the waters) is at the Town Hall; and good medical baths are found in the town. Among the residents are numerous retired civil servants and officers, while in winter the town is crowded with fox-hunters. Anglo-Indians form so large a part of its society, that the town has been called 'Asia Minor'. The *Cricket Week*, held in August in the College Grounds, is a source of attraction to many visitors. Cheltenham is a renowned educational centre, and *Cheltenham College*, in the Bath Road, ranks high among the public schools of England (600 pupils). It possesses a *Museum* (shown on application). *Cheltenham Ladies' College*, in Old Well Lane, has 900 pupils. *Pate's Grammar School*, founded in 1576, occupies a handsome new building in High Street.

The principal business-street of the town is the *High Street*, nearly 2 M. long, which intersects it from E. to W. Thence Pittville St. leads to the N. to *Pittville Gardens* (adm. 2*d.*), a public park of 60 acres with a lake and the principal *Pump Room*. The **Promenade*, a shady avenue with the best shops, leading to the S. from the High St. to the fashionable parts of the town, passes a fountain with a figure of Neptune (left) and the *New Club*, the new *Town Hall*, and a large *Winter Garden* (right). Near the S. end of the Promenade are the *Montpellier Gardens* (adm. 2*d.*), with a small *Spa*, and the *Montpellier Rotunda*, used in winter for balls and concerts. — The parish-church of *St. Mary* was erected in the 12-15th cent. and has been restored. It possesses a fine rose-window and a finely groined N. porch, and contains a brass of the Greville family (1513). In the churchyard is a cross of the 15th cent. (restored). — The *Public Library, Museum, & Picture Gallery* occupy a building in Clarence St., near the G. W. R. station. The last (10-4, free) includes a good collection of Dutch and Belgian works (*Sleeping Man, by *Mieris*; *Tavern Scene, by *Metsu*). The valuable private art-collection and library (interesting MSS.) at *Thirlestaine House* (adjoining Cheltenham College) is shown to visitors provided with an introduction.

The environs of Cheltenham, including the *Cotswold Hills*, afford many pleasant excursions. Among the places most visited are *Leckhampton Hill* (980 ft.; view), 2 M. to the S.; *Birdlip* (view) and beyond it *Cranham Woods*, 6 M. to the S.; *Southam de la Bere*, a manor-house of the 15th cent., 2½ M. to the N.E., at the foot of *Cleeve Hill* (4 M.; golf-course), just beyond which are *Postlip Manor House* and Norman Chapel; *Winchcombe* and **Sudeley Castle* (see below); *Andoversford* and *Chedworth*, both on the line to Cirencester (p. 85); and the *Seven Springs*, another claimant to be the source of the Thames (comp. p. 181), 3½ M. to the S.

From Cheltenham to Honeybourne (*Stratford-on-Avon; Evesham*), 21½ M., railway in ca. 1 hr. This line (railway motor-cars), beginning at the Central Station, (p. 194), crosses the Cotswolds and ascends the fertile Vale of Evesham. — ¼ M. *Malvern Road*; 4 M. *Bishop's Cleeve*; 5¾ M. *Gotherington*. — 9 M. *Winchcombe*. 1 M. from the village, which has a fine church. Near Winchcombe is **Sudeley Castle*, beside the church in which Katherine Parr is buried. — 11½ M. *Toddington*, a fruit-growing centre. Near *Laverton Halt* is the picturesque village of *Stanton*. — 16¼ M. Broadway

(**Lygon Arms*, R. from 4*s.*, D. 3*s.* 6*d.*, pens. from 10*s.* 6*d.*), a quaint and picturesque little place with interesting Elizabethan houses, a resort of American artists and authors. 18¾ M. *Weston-sub-Edge*. — 21½ M. *Honeybourne*, see p. 201.

From Cheltenham to *Southampton*, see p. 85.

Beyond Cheltenham the train next reaches (47 M.) *Cleeve*, the fine *Church of which has a Norman W. front and a Transition porch, with good stone groining. — 51 M. *Ashchurch* (Rail. Rfmt. Rooms) is the junction of a line to (2 M.) *Tewkesbury* (see below) and (13 M.) *Malvern* (p. 203), and of another to *Evesham* (p. 201) and *Stratford-on-Avon* (see p. 263).

Tewkesbury (*Swan*, R. 4*s.*, D. 3*s.* 6*d.*; *Hop Pole; Bell; Black Bear*), the *Etocessa* of the Romans and *Theocsbyrig* of the Saxons, a small and ancient town with 5260 inhab., at the confluence of the *Severn* and *Avon*, is frequently visited for the sake of its noble abbey-church. It is no longer famous for its mustard as in the days when Falstaff averred that Poins's wit was 'as thick as Tewkesbury mustard' (*Henry IV.*, Part II. II. 4). **Tewkesbury Abbey** was founded in 715, and its **Church*, dating mainly from the early part of the 12th cent., ranks among the most important Norman edifices in the country. It has been restored and is still used. [Visitors are admitted from 9 a.m. till dusk or 6.30 p.m., and are expected to contribute 6*d.* towards the Restoration Fund; adm. to the roof, triforium, or tower 6*d.* extra for 1 pers., 3*d.* each for a party.] The hexagonal choir, with its radiating chapels, is in the Dec. style; and many of the windows, chantries, vaults, and other details are either Dec. or Perpendicular. The chief features of the exterior are the massive Norman Tower (132 ft. high), an E.E. chapel on the E. side of the N. transept, the chevet of chapels at the E. end, and the curious recessed *Porch* and *Window* of the W. façade, the composition of which is probably unique. The interior, both of nave and choir, is very impressive. The vaulting of the nave has been coloured by Mr. Gambier Parry (p. 184), who has been much more successful than the decorators of the ceiling of the choir. The handsome tiled flooring of the choir is copied from ancient patterns found during the restoration. Among the most important of the numerous interesting monuments are the **Despenser Tomb* (14th cent.), on the N. side of the choir; the *Founder's Chapel*, at the E. end of the choir, erected over the tomb of *Robert Fitz-Hamon* (d. 1107), the builder of the original Norman church; the brass below the central tower, marking the supposed grave of *Prince Edward of Wales*, killed at the battle of Tewkesbury (see below); the **Warwick Chapel*, on the N. side of the choir, erected by Isabel Despenser about 1425; and the tombs of numerous *Abbots*. The stained glass in the choir dates mainly from the 14th century. The remains of the secular buildings are, with the exception of the *Gate House*, comparatively uninteresting. The town contains numerous timber houses of the 16-17th centuries. — The so-called '*Bloody Meadow*', ½ M. to the S. of the town, was the scene of the battle of Tewkesbury in 1471, at which the Yorkists gained a decisive victory (see above). — Small steamers ply occasionally in summer up the Avon to (25 M.) *Evesham* (p. 201); up the Severn to (17 M.) *Worcester* (p. 197) and (20 M.) *Stourport* (p. 200); and down the Severn to (29 M.) *Sharpness* (p. 194).

Tewkesbury is the nearest railway station to **Deerhurst**, situated on the *Severn* (a pleasant trip by boat), 2½ M. to the S., and possessing a fine pre-Norman **Church*. The tower is an excellent specimen of pre-Norman architecture. An interesting pre-Norman **Chapel* has been brought to light at an old farm house, near the church. A stone found here, bearing the date 1056 (now in the Ashmolean Museum at Oxford, p. 254; cast in the chapel), makes either the church or the chapel (for authorities differ as to which it belonged to) the earliest dated ecclesiastical building in England.

The train to Worcester now enters Worcestershire, passes (53 M.)

A
B
C
D
St Stephens Ch.
St Barnabas Ch.
Worcester & Birmingham Can.
Railway Walk
Pitchcroft
Grand Stand
Road
Orphan Asylum
Henwick Ho.
St Clements Ch.
New Road
Cricket Grounds
Foregate Street Station
Corn Market
Union Workhouse
Midland Road
London Road
Bath Road
Gas Works
Prison
Victoria Inst.
Infirmary
Arboretum
WORCESTER.
1:23,000
Feet
Mile
Metres

Bredon (with a fine Dec. church) and (55½ M.) *Eckington*, and crosses the *Avon* close to (56 M.) *Defford*. Beyond (60 M.) *Wadborough* we join the railway from Worcester to Evesham; but the N. expresses follow the old line direct to *Stoke Works* (p. 202), and do not pass through Worcester.

65½ M. **Worcester.** — Hotels. *Star (Pl. a; C, 3), R. from 4*s.* 6*d.*, D. 4*s.*; Hop Market (Pl. d; C, 3), both in Foregate St., near the Foregate St. station; Bell (Pl. b), R. from 3*s.* 6*d.*, D. 3*s.* 6*d.*, *Crown (Pl. c), R. 4*s.*, D. 3*s.* 6*d.*, both in Broad St. (Pl. C, 4); Great Western (Pl. h; D, 3), close to Shrub Hill Station; Harrison's Victoria Temperance, Broad St., R. from 2*s.* 6*d.*; Central Temperance, The Cross, R. 2*s.*, D. from 2*s.* — *Refr. Rfmt. Rooms.*

Cabs. For 1-2 pers., per drive 1*s.*, 3 pers. 1*s.* 6*d.*, 4 pers. 2*s.*; luggage up to 56lbs. free, beyond 56lbs. 1*s.* per cwt. — Electric Tramways traverse some of the streets and Omnibuses ply to various suburbs. — In summer small Steamers ply to *Tewkesbury*, *Holt Fleet*, and other places on the Severn.

Railway Stations. 1. *Shrub Hill Station* (Pl. D, 3), a joint station of the Great Western and Midland Railways, ½ M. to the E. of the centre of the city; 2. *Foregate Street Station* (Pl. C, 3), for the G.W.R. trains to Hereford and South Wales.

Theatre Royal (Pl. Th.; C, 3, 4), Angel St.

Race Course (Pl. A, 2, 3), by the river; races in March, July, and Nov.

Worcester, an episcopal city with (1901) 46,620 inhab., lies mainly on the left bank of the *Severn*, in a fertile and picturesque district. Its principal products are gloves, porcelain, boots and shoes, vinegar, and Worcester sauce. Its hop-market is very important.

Worcester is a place of great antiquity. It seems to have been already a British town of some importance (*Caer Guorangon?*) when the Romans captured it and made it one of their military stations. The Saxons called it *Wigorna Ceaster*, of which the present name is a softened form. At first the town was included in the bishopric of Lichfield, but it was elevated to the position of an independent see in 680. The castle was built in the 11th cent., and was occupied by several of the earlier English sovereigns. Worcester was frequently besieged and burned during the wars of the middle ages, and indeed no other English town of equal importance has had a more chequered history. The last and most celebrated siege was that of 1651, when Charles II. and his Scottish troops were defeated by Cromwell before the town after a very severe struggle, and the young prince narrowly escaped capture. The city motto, 'Civitas in Bello in Pace Fidelis', refers to this period of loyalty.

From the *Foregate St. Station* (Pl. C, 3) the main thoroughfare, formed by *Foregate St.*, the *Cross* (see p. 200), and *High St.*, leads to the S. to the cathedral. To the left is the *Hop Market* (Pl. C, 3), which presents a busy scene in the hop season. On the right in High St. is the Guildhall (Pl. C, 4; open 10-6 in summer, 10-4 in winter), a substantial building in the Queen Anne style (1723). It is adorned with statues of various monarchs and with figures of Justice, Plenty, Chastisement, Peace, and Industry. The lower hall, 110 ft. long, contains two brass cannon, one of which was used at the battle of Worcester. Opposite the Guildhall is the *Market Hall*.

The *Cathedral (Pl. C, 5), dedicated to Christ and the Blessed Virgin Mary, lies on the river. In plan it is a double cross with very short transepts, and with a chapter-house and spacious cloisters on the S. side. Its length is 425 ft.; its width in the nave 78 ft., and across the W. transepts 128 ft.; and its height in the nave

68 ft. In general characteristics it is E.E. and Dec., but it includes specimens of all styles from the Norman down to the latest Perpendicular. The present church occupies the site of one built by *St. Wulfstan* in the 11th cent., of which the crypt, the two W. bays of the nave, the interior of the chapter-house, and some portions of the walls now alone remain. The oldest parts of the church as re-erected are the choir and lady-chapel, which date from the first quarter of the 13th century. The N. side of the nave belongs to the Dec., and the S. side to the early Perp. period; but they are very similar in general appearance. The central tower, 196 ft. high, was completed in 1374, and shows traces of the transition from Dec. to Perpendicular. The whole edifice was restored in 1857-73 under the superintendence of *Sir G. G. Scott*, and this restoration, though urgently needed and carried out with great taste, has somewhat impaired the interest of the exterior by depriving it of its air of venerable antiquity. Visitors are admitted from 9.30 to 6 in summer, and from 9.30 to 4 in winter; 6*d.* is charged for adm. to the choir and crypt, and 6*d.* extra for the ascent of the tower (week-day services at 10.15 a.m. and 4.15 p.m.). The usual entrance to the cathedral is by the *N. Porch* (1386).

The imposing *Interior has, in its magnificent groined roof, extending in an unbroken line for 387 ft., a feature that perhaps no other English cathedral can match. The modern decoration has been carried out with great skill and judgment, the tiled flooring being particularly worthy of notice. The stained glass is modern. With the exception of its W. end (ca. 1160), the Nave in its present form is later than the choir, and there are differences of detail between its N. and S. sides (see above), the advantage lying with the older work on the N. The unusual arrangement of the triforium and clerestory of the two Transitional Norman bays at the W. end should be noticed. The arched recesses in the wall of the S. aisle prove that the lower part of it is a relic of the Norman cathedral. The W. window was altered and the W. entrance re-opened in the course of Scott's restoration. At the W. end of the S. aisle is a mural monument to *Bishop Gauden* (d. 1662), believed to be the real author of the '*Eikon Basilike*' ascribed to Charles I. The handsome modern *Pulpit* is the gift of the late Lord Dudley.

The W. Transepts contain a good deal of Norman masonry, partly concealed by later work, of which the Perp. veil of tracery in the S. arm is noteworthy. The difference between the Norman and later masonry is easily recognized. In the E. wall of the N. arm is a Norman arch, below which has been placed the monument of *Bishop Hough* (d. 1743), a masterpiece of *Roubiliac*. *Bishop Stillingfleet* (d. 1699) also is buried here. The S. arm is almost entirely filled by the *Organ*, in front of which is the tomb of *Bishop Philpott* (1807-92).

The *Choir is separated from the nave by one of these elaborate screens which may be looked upon as the signs-manual of Sir G. G. Scott's restorations; and there are also metal gates at the ends of the aisles. The choir dates from the purest E.E. period, and impresses by its richness and uniformity. As at Salisbury (p. 105), slender shafts of Purbeck marble play an important part in the general design. The carving of the bosses and capitals is very delicate, and the modern painting of the groined roof is effective. The **Stalls* date from 1379, and have been restored and supplemented by modern work; the misereres are very quaint. The *Episcopal Throne* and the *Reredos* are modern; the *Pulpit* dates from the 17th century. Near the centre of the choir is the *Monument of King John* (d. 1216), who died at Newark (p. 451) and was buried

here at his own request; the monument consists of a sarcophagus-tomb of the 16th cent., surmounted by an effigy of the 13th, said to be the earliest existing effigy of an English monarch. To the right of the altar is the *Chantry of Prince Arthur*, elder brother of Henry VIII., who died at Ludlow Castle (p. 192) in 1502 and was interred here; the chantry is a good specimen of the Tudor style. Adjacent are the monuments of *Lord Dudley* (d. 1885) and *Lord Lyttelton* (d. 1876). The S. aisle of the choir is adjoined by the E.E. *Chapel of St. John* (restored in 1895).

Beyond the sanctuary, forming the E. termination of the cathedral, is the Lady Chapel, erected before the choir, which was built to harmonize with it in structural and ornamental treatment. On the S. wall is a tablet to the memory of Izaak Walton's wife, a sister of Bishop Ken, with a quaint epitaph, written by her husband; and near it is a fine effigy of the 14th century. The episcopal effigies in front of the altar are those of *Bishops de Blois* (d. 1236) and *de Cantilupe* (d. 1266). The sculptured *Arcade* running round the Lady Chapel and the E. Transepts is of considerable interest. In the N.E. Transept is the *Monument of Mrs. Digby* (d. 1820), by *Chantrey*.

The *Crypt, entered from the S.W. Transept, resembles that of Gloucester in preserving the apsidal termination of the earlier Norman church. It differs, however, from that and other Norman crypts in the lightness and elegance of its supporting columns. The groined roof also is fine.

The Perp. Cloisters, entered from the S. aisle of the nave, have been carefully restored. At the W. end of the N. walk of the Cloisters is a tombstone bearing the single word 'Miserrimus'. The somewhat prosaic explanation is that it marks the grave of a Minor Canon, who was deprived of his preferments on refusing to take the oath of supremacy on the accession of William III. Wordsworth's well-known sonnet takes a more romantic view.

From the E. side of the Cloisters we enter the decagonal *Chapter House, one of the earliest examples of vaulting borne by a single column in the centre. The masonry of the walls is mainly Norman, while the windows are of later insertion.

From the top of the Tower (adm. 6*d.*), which contains a set of chimes, a fine view, extending to the Malvern Hills, is enjoyed.

The Chapter Library, now housed in the triforium of the S. aisle of the nave, contains about 4000 printed vols. and some interesting MSS. — Triennial Musical Festival (at Worcester in 1911), see p. 184.

Among the remains of the Benedictine Priory, with which the cathedral was originally connected, the most important is the **Refectory*, to the S. of the Cloisters, a fine hall of the 14th cent., 120 ft. long, with a Norman crypt below. It is used for the Cathedral Grammar School, and has been restored. The present ceiling is an imitation of the original. To the W. of the Cloisters are some fragments of the *Dormitory*, and to the E., on the N. side of College Green, are the ruins of the *Guesten Hall* (1320). — The chief entrance to the College Green is the so-called *Edgar's Tower* or *St. Mary's Gate*, at the S. E. angle of the cathedral; it perhaps dates from the 13th, or even the 12th, century. To the S. of the College Green stood Worcester Castle, of which no trace has been left. *View of the Severn, with its two bridges, and of the suburbs on the left bank, from the S.W. side of the close. The Malvern Hills form the background. — A little to the N.W. of the cathedral, on the river, is the old *Episcopal Palace*, now the *Deanery* (Pl. C, 4). The present residence of the Bishop is *Hartlebury Castle* (p. 200).

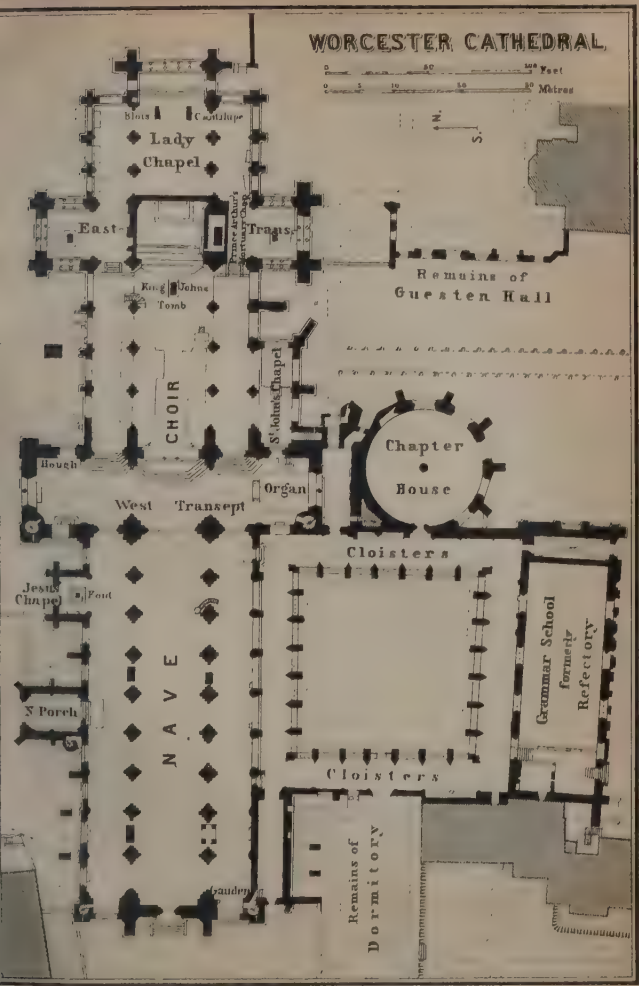
In Sidbury, to the S.E. of the Cathedral, is the **Commandery*

68 ft. In general characteristics it is E.E. and Dec., but it includes specimens of all styles from the Norman down to the latest Perpendicular. The present church occupies the site of one built by *St. Wulfstan* in the 11th cent., of which the crypt, the two W. bays of the nave, the interior of the chapter-house, and some portions of the walls now alone remain. The oldest parts of the church as re-erected are the choir and lady-chapel, which date from the first quarter of the 13th century. The N. side of the nave belongs to the Dec., and the S. side to the early Perp. period; but they are very similar in general appearance. The central tower, 196 ft. high, was completed in 1374, and shows traces of the transition from Dec. to Perpendicular. The whole edifice was restored in 1857-73 under the superintendence of *Sir G. G. Scott*, and this restoration, though urgently needed and carried out with great taste, has somewhat impaired the interest of the exterior by depriving it of its air of venerable antiquity. Visitors are admitted from 9.30 to 6 in summer, and from 9.30 to 4 in winter; 6*d.* is charged for adm. to the choir and crypt, and 6*d.* extra for the ascent of the tower (week-day services at 10.15 a.m. and 4.15 p.m.). The usual entrance to the cathedral is by the *N. Porch* (1386).

The imposing *Interior has, in its magnificent groined roof, extending in an unbroken line for 387 ft., a feature that perhaps no other English cathedral can match. The modern decoration has been carried out with great skill and judgment, the tiled flooring being particularly worthy of notice. The stained glass is modern. With the exception of its W. end (ca. 1160), the Nave in its present form is later than the choir, and there are differences of detail between its N. and S. sides (see above), the advantage lying with the older work on the N. The unusual arrangement of the triforium and clerestory of the two Transitional Norman bays at the W. end should be noticed. The arched recesses in the wall of the S. aisle prove that the lower part of it is a relic of the Norman cathedral. The W. window was altered and the W. entrance re-opened in the course of Scott's restoration. At the W. end of the S. aisle is a mural monument to *Bishop Gauden* (d. 1662), believed to be the real author of the '*Eikon Basilike*' ascribed to Charles I. The handsome modern *Pulpit* is the gift of the late Lord Dudley.

The W. Transepts contain a good deal of Norman masonry, partly concealed by later work, of which the Perp. veil of tracery in the S. arm is noteworthy. The difference between the Norman and later masonry is easily recognized. In the E. wall of the N. arm is a Norman arch, below which has been placed the monument of *Bishop Hough* (d. 1743), a masterpiece of *Roubiliac*. *Bishop Stillingfleet* (d. 1699) also is buried here. The S. arm is almost entirely filled by the *Organ*, in front of which is the tomb of *Bishop Philpott* (1807-92).

The *Choir is separated from the nave by one of these elaborate screens which may be looked upon as the signs-manual of Sir G. G. Scott's restorations; and there are also metal gates at the ends of the aisles. The choir dates from the purest E.E. period, and impresses by its richness and uniformity. As at Salisbury (p. 105), slender shafts of Purbeck marble play an important part in the general design. The carving of the bosses and capitals is very delicate, and the modern painting of the groined roof is effective. The **Stalls* date from 1379, and have been restored and supplemented by modern work; the misereres are very quaint. The *Episcopal Throne* and the *Reredos* are modern; the *Pulpit* dates from the 17th century. Near the centre of the choir is the *Monument of King John* (d. 1216), who died at Newark (p. 451) and was buried


WORCESTER CATHEDRAL
Feet
Metres
N.
S.
Blois
Cantilupe
Lady
Chapel
East
Trans.
Prince Arthur's Mortuary Chap.
King John's Tomb
Remains of
Guesten Hall
CHOIR
St John's Chapel
Chapter
House
Hough
Organ
West
Transept
Cloisters
Jesus Chapel
Font
NAVE
Grammar School
formerly
Refectory
N Porch
Cloisters
Remains of
Dormitory
Gauden

here at his own request; the monument consists of a sarcophagus-tomb of the 16th cent., surmounted by an effigy of the 13th, said to be the earliest existing effigy of an English monarch. To the right of the altar is the *Chantry of Prince Arthur*, elder brother of Henry VIII., who died at Ludlow Castle (p. 192) in 1502 and was interred here; the chantry is a good specimen of the Tudor style. Adjacent are the monuments of *Lord Dudley* (d. 1886) and *Lord Lyttelton* (d. 1876). The S. aisle of the choir is adjoined by the E.E. *Chapel of St. John* (restored in 1895).

Beyond the sanctuary, forming the E. termination of the cathedral, is the Lady Chapel, erected before the choir, which was built to harmonize with it in structural and ornamental treatment. On the S. wall is a tablet to the memory of Izaak Walton's wife, a sister of Bishop Ken, with a quaint epitaph, written by her husband; and near it is a fine effigy of the 14th century. The episcopal effigies in front of the altar are those of *Bishops de Blois* (d. 1236) and *de Cantelupe* (d. 1266). The sculptured *Arcade* running round the Lady Chapel and the E. Transepts is of considerable interest. In the N.E. Transept is the *Monument of Mrs. Digby* (d. 1820), by *Chantrey*.

The *Crypt, entered from the S.W. Transept, resembles that of Gloucester in preserving the apsidal termination of the earlier Norman church. It differs, however, from that and other Norman crypts in the lightness and elegance of its supporting columns. The groined roof also is fine.

The Perp. Cloisters, entered from the S. aisle of the nave, have been carefully restored. At the W. end of the N. walk of the Cloisters is a tombstone bearing the single word 'Miserrimus'. The somewhat prosaic explanation is that it marks the grave of a Minor Canon, who was deprived of his preferments on refusing to take the oath of supremacy on the accession of William III. Wordsworth's well-known sonnet takes a more romantic view.

From the E. side of the Cloisters we enter the decagonal *Chapter House, one of the earliest examples of vaulting borne by a single column in the centre. The masonry of the walls is mainly Norman, while the windows are of later insertion.

From the top of the Tower (adm. 6*d*.), which contains a set of chimes, a fine view, extending to the Malvern Hills, is enjoyed.

The Chapter Library, now housed in the triforium of the S. aisle of the nave, contains about 4000 printed vols. and some interesting MSS. — Triennial Musical Festival (at Worcester in 1911), see p. 184.

Among the remains of the Benedictine Priory, with which the cathedral was originally connected, the most important is the **Refectory*, to the S. of the Cloisters, a fine hall of the 14th cent., 120 ft. long, with a Norman crypt below. It is used for the Cathedral Grammar School, and has been restored. The present ceiling is an imitation of the original. To the W. of the Cloisters are some fragments of the *Dormitory*, and to the E., on the N. side of College Green, are the ruins of the *Guesten Hall* (1320). — The chief entrance to the College Green is the so-called *Edgar's Tower* or *St. Mary's Gate*, at the S. E. angle of the cathedral; it perhaps dates from the 13th, or even the 12th, century. To the S. of the College Green stood Worcester Castle, of which no trace has been left. *View of the Severn, with its two bridges, and of the suburbs on the left bank, from the S.W. side of the close. The Malvern Hills form the background. — A little to the N.W. of the cathedral, on the river, is the old *Episcopal Palace*, now the *Deanery* (Pl. C, 4). The present residence of the Bishop is *Hartlebury Castle* (p. 200).

In Sidbury, to the S.E. of the Cathedral, is the **Commandery*

(Pl. C, 5), perhaps the most interesting of the many ancient houses in Worcester (adm. 1*s.*, including guidebook; entrance by the iron gate beside No. 11, Sidbury). Originally founded by St. Wulfstan in the 11th cent. as a hospital, suppressed in 1524, and now private property, it is a fine example of Tudor domestic architecture with admirable oak-carving and interesting stained glass. The name, however, is misleading, as the building never had any connection with a military order.

Sidbury is prolonged towards the N. by *Friar St.* and *New Street*, both containing quaint houses, to the *Corn Market* (Pl. C, 4), where, at the corner of New St., is pointed out the house from which Charles II. escaped by the back-door as his enemies were entering at the front (p. 197). Thence we may return viâ the *Trinity*, with the so-called *Queen Elizabeth's H use* (daily 10-6, adm. 6*d.*; collection of cottage furniture), to the *Cross* (Pl. C, 4), a street so named from the old *City Cross*, long since removed. In the N. part of Foregate St. (p. 197) are the *Post Office* (Pl. C, 3) and the *Victoria Institute* (Pl. C, 3), with the Public Library, Museum, and Art Gallery (adm. daily, 10 till dusk). Farther on are the *Shire Hall* (Pl. C, 3), in front of which is a *Statue of Queen Victoria*, by Brock (1897), *St. Oswald's Hospital* (founded in 990), the *Girls' High School*, and the *Grammar School*.

A good general view of Worcester and its cathedral is obtained from the *Bridge* over the Severn (Pl. B, 4). The slender spire, which is so prominent on the E. bank, belongs to the *Church of St. Andrew* (Pl. C, 4), and was erected in the middle of last century. *St. Stephen's* (beyond Pl. B, 1) has a good interior, and *Holy Trinity* (Pl. D, 3), near the railway-station, has the fine timber-roof (14th cent.) from the Gueston Hall (p. 199). Curfew is still rung at 8 p.m. from *St. Helen's* (Pl. C, 4), a church of the 15th century. *St. Alban's*, in Fish St. (Pl. C, 4), and *St. John-in-Bedwardine* (Pl. A, 5) date from the 12th century.

A little to the S. of the cathedral, in Severn St., are the Royal Porcelain Works (Pl. C, 5), established in 1751, which cover five acres of ground and employ 500-600 hands (visitors admitted from 9.30 to 12 and 2.30 to 5; 6*d.*). The various processes of manufacture and the collection of old Worcester are very interesting. Worcester china is noted for its hard enamel finish. — A visit may be paid also to *Lea & Perrins' Manufactory* of 'Worcester Sauce', in Midland Road (Pl. D, 4), to the *Vinegar Works of Hill, Evans, & Co.* (with a cask holding 114,600 gallons), in St. Martin's St., and to the *Glove Manufactories* of *Messrs. Dent* (Fish St.) and *Fownes Brothers* (Blockhouse).

Excursions may be made from Worcester to *Droitwich* (p. 202), *Evesham* (p. 201), *Malvern* (p. 203), *Warwick* (p. 259), and *Stratford* (p. 263). — From Worcester to *Hereford*, see R. 25.

From Worcester to Shrewsbury, 52 M., G.W.R. in 2½-3 hrs. (fares 8*s.* 6*d.*, 4*s.* 3½*d.*). This line ascends the valley of the Severn. To (5½ M.) **Droitwich**, see p. 202. — 11¼ M. *Hartlebury*, with *Hartlebury Castle*, the residence of the bishops of Worcester, originally built in the 13th cent., but dating in its present form from the 18th. The library contains the valuable collection of Bishop Hurd (d. 1808), who is buried in the churchyard. — 14 M. *Stourport* (Swan), with a bridge over the Severn. In the vicinity is *Witley Court*, the palatial seat of the Earl of Dudley (no adm.). — 17 M. *Bewdley* (Royal; George, R. from 3*s.*, D. 3*s.* 6*d.*), an attractive little market-town (2866 inhab.), has manufactures of horn, powder-flasks, etc. Opposite the *Church* (18th cent.) is the *Public Library and Museum*. Bewdley, which

lies 3 M. to the S.W. of Kidderminster (p. 279), is a station on the line from Kidderminster to Woofferton (p. 192). — 20½ M. *Arley*, with an interesting church and a Roman camp. — 29½ M. Bridgnorth (*Crown; Swan*), a busy carpet-making town (6049 inhab.), consists of a 'High Town' and a 'Low Town', connected by a lift and by flights of steps. Only a fragment remains of the *Castle*, built in the 12th cent. on the site of an earlier Saxon stronghold, and destroyed in 1646. The *Church of St. Leonard* is almost entirely modern; it contains several old cast-iron tombstones, a metal chalice and paten of the 14th cent., the sword of Col. Billingsley (slain in 1646), and an oaken chair once belonging to Bishop Heber. The *Town Hall*, resting upon pillars, was built in 1652 (restored 1888). Thomas Percy, Bishop of Dromore, was born (1728) in an ancient timber-built house at the end of the Cartway. Motor-car several times daily to *Wolverhampton* (p. 279). — 33¾ M. *Linley*; 36½ M. *Coalport*, noted for its pottery and tiles. — 38½ M. *Ironbridge & Broseley*. The former owes its name to a bridge over the Severn constructed in 1779, said to be the first iron bridge successfully erected. — 40 M. *Buildwas*, with a beautiful ruined abbey, founded in 1135, is the junction for Much Wenlock (p. 193). — 52 M. *Shrewsbury*, see p. 281.

FROM WORCESTER TO OXFORD, 57 M., G. W. R. in 2-3½ hrs. (fares 9*s.* 6*d.*, 4*s.* 9*d.*). — 8 M. *Pershore* (Coventry Arms; Three Tuns), with the remains of an abbey-church, with a square tower of the 14th cent.; 11½ M. *Fladbury*, also with a fine church (Perp.). We then cross the *Avon*.

14 M. Evesham (*Crown*, R. from 3*s.* 6*d.*; *Northwick*, R. from 4*s.*; *Railway*), a small town with 7101 inhab., in a fertile valley, celebrated for its orchards and market-gardens. Here Prince Edward, afterwards Edward I., defeated and slew Simon de Montfort in 1265; a small column stands on the spot where the latter fell. Of *Evesham Abbey*, founded in the 8th cent., nothing now remains except a dilapidated Norman archway. Adjacent is the fine *Bell Tower (1533) which is visible from the train, above the trees to the left, as we enter the station. Simon de Montfort was buried in the abbey, but no memorial marks his resting-place. Within the churchyard are the churches of *St. Lawrence* and *All Saints* (fine fan-vaulting in both), both erected by the monks of the abbey. — About 2 M. to the S.E. of Evesham is the village of *Wickhamford*, the church of which contains the flat tomb (near the altar) of Penelope Washington (d. 1697), bearing the Washington arms. — Small steamers ply from Evesham to Tewkesbury.

19 M. Honeybourne is the junction of lines to Stratford-on-Avon (9 M.; p. 263) and to Cheltenham (see p. 195). — Near (25 M.) *Campden* is *Campden House*, belonging to the Earl of Gainsborough. — The small hospital of (29 M.) *Morston-in-the-Marsh* (White Hart) claims to possess the chair used by Charles I. at his trial. Near (34 M.) *Adlestrop* we pass, on the right, *Dayleaford House*, once the seat of Warren Hastings, who died here in 1818 and is buried in the churchyard. The mansion-house at Adlestrop (Lord Leigh) is a fine Tudor edifice.

36 M. *Kingham* is the station for a branch to (4 M.) Chipping Norton (*White Hart; Blue Boar*), with 3780 inhab., which has woollen cloth and glove factories and a fine Perp. church. About 2 M. to the N. are the *Rollright Stones*, the scanty remains of a stone circle like Stonehenge. The branch goes on to *Banbury* (p. 257). From Kingham another line leads to the W. to Cheltenham and Gloucester (see p. 194). — About 5 M. from (39 M.) *Shipton* is *Burford* (Bull), with a fine Norman and Perp. church containing several chapels (13-15th cent.), in one of which Speaker Lenthall is buried. From Shipton, or from (40 M.) *Ascott-under-Wychwood*, or from (44 M.) *Charlbury* (Bell), with a finely-situated church, a visit may be paid to *Wychwood Forest*, a fine woodland district. One mile to the S. of Charlbury is *Cornbury Park*.

Near (50 M.) *Handborough* the train crosses the *Evenlode*, a tributary of the Isis, the course of which has been followed from Moreton. From (54½ M.) *Yarnton Junction* a branch-line runs to *Witney*, *Lechlade*, and *Fairford* (Bull); the last contains a fine church, with exquisite stained-glass *Windows, ascribed (wrongly) to Albrecht Dürer. — We now join the main G. W. line, and soon reach (57 M.) *Oxford* (p. 238).

On leaving Worcester the train threads a tunnel and passes (67½ M.) *Fernhill Heath.* To the right is *Westwood House*, the residence of Mr. A. F. Godson. — 71 M. **Droitwich** (*Worcestershire Brine Baths Hotel*, R. from 4*s.* 6*d.*, D. 5*s.*, pens. from 10*s.* 6*d.*; *Royal*, with private entrance to the Baths; *Raven*, well spoken of, R. 5*s.*, D. 4*s.* 6*d.*, pens. 10*s.* 6*d.*; *Park*, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*, pens. 9*s.*), a town with (1901) 4163 inhab., is famous for its brine springs.

The springs, which have their source 170 ft. below the surface of the earth and contain 35-40 per cent of pure salt, were known to the Romans, and are now again frequented by bathers, who find them efficacious in rheumatism, gout, and similar ailments. Private bath 1*s.*-2*s.* 6*d.*; swimming-bath 9*d.*-1*s.*; needle-bath 2*s.* 6*d.*; etc. Many thousand tons of salt are also produced for commercial use. — Droitwich is the junction of the G.W.R. lines to Shrewsbury (see p. 209) and to Kidderminster (p. 279) and Wolverhampton (p. 279).

75 M. *Stoke Works*, with the extensive Stoke Prior Salt Works, covering 30 acres. Beyond (78 M.) *Bromsgrove* (Golden Cross, R. 3*s.*), with 8416 inhab. and quaint gabled houses, the train ascends one of the steepest railway-inclines in England (1 : 37). — 81½ M. *Barnt Green* is the junction of a line to *Redditch* (Unicorn; Royal, R. & B. 3*s.* 6*d.*, D. 2*s.*; Amer. Consular Agent, William U. Brewer), *Alcester*, *Broom* (for *Stratford*), and *Evesham* (p. 201). — 85 M. *Northfield* is the junction of a line to (7 M.) *Halesowen*, with the grave of the poet Shenstone (d. 1763) in the churchyard, and the ruins of an old abbey. — 87½ M. *Bournville* (p. 278), beyond which Birmingham University (p. 277) is seen on the right.

92½ M. **Birmingham** (New St. Station; *Rfmt. Rooms*), see p. 273.

The first stations beyond Birmingham are *Saltley*, *Castle Bromwich*, and (96 M.) *Water Orton*, the junction of a line to Walsall (p. 278) and Wolverhampton (p. 279). From (101 M.) *Whitacre* a line runs to the right to Nuneaton and Leicester (p. 378).

111½ M. **Tamworth** (*Castle; Peel Arms*), a town with 7271 inhab., on the *Tame*, lies partly in Staffordshire and partly in Warwickshire. The old *Castle*, bought by the Corporation in 1897, was erected by Robert Marmion, a celebrated Norman baron, whose name and description were appropriated by Scott for his well-known hero. The *Church*, also an ancient building, contains effigies of the Marmion family and a monument to Sir Robert Peel. The curious double winding staircase in the tower deserves notice. In the market-place is a bronze statue, by Noble, of *Sir Robert Peel* (d. 1850), who represented Tamworth in parliament. *Drayton Manor*, once the family-seat of the Peels, lies 2 M. to the S.; and the great minister is interred in the village-church of *Drayton Bassett*. — Tamworth is also a station on the L. & N. W.R. (p. 375).

124½ M. **Burton-on-Trent** (*Queens'*, R. & B. 5*s.* 6*d.*, D. 3*s.* 6*d.*; *White Hart; Station Hotel; George; Rail. Rfmt. Rooms*), famous for its breweries, is situated on the left bank of the Trent, here crossed by a long bridge. Pop. (1901) 50,386. It is a place of ancient origin, and the churchyard contains some relics of an *Abbey* founded at

the beginning of the 11th century. The *Town Hall*, built in 1896 at a cost of 64,000*l.*, was presented to the town by Lord Burton. The lions of the place are the huge breweries of *Bass & Co.* and *Allsopp & Co.* (apply at the offices). The former covers over 200 acres of ground, employs between 3000 and 4000 men, brews annually 1,400,000 barrels of ale and stout, uses 160,000 railway trucks, and pays 475,000*l.* a year for beer-duty.

From Burton branch-lines diverge on the left to *Uttoxeter* (p. 371), the *Potteries* (p. 370), and *Crewe* (p. 370), and on the right to *Ashby-de-la-Zouche* (p. 381), *Leicester* (p. 378), etc.

Near (129 M.) *Repton & Willington* we cross the *Dove*. *Repton*, 1 M. to the E., has a well-known grammar-school, founded by the will of Sir John Port (d. 1557); the present building dates from 1886. Below the chancel of St. Wystan is a pre-Norman *Crypt, with two staircases of similar date.

135 M. **Derby**, see p. 376.

25. From Worcester to Hereford and Newport.

Great Western Railway to (30 M.) *Hereford* in 1-1¾ hr. (fares 5*s.*, 2*s.* 5½*d.*); to (71¼ M.) *Newport* in 3¼-3¾ hrs. (fares 11*s.* 2*d.*, 6*s.* 9½*d.*).

The train crosses the *Severn* and stops again at (1 M.) *Henwick*, the junction for (13 M.) *Bromyard*. Beyond (4 M.) *Bransford Road* the Malvern Hills come into view on the right. — 7½ M. *Malvern Link*; 8¾ M. *Great Malvern*; 9¾ M. *Malvern Wells*.

Malvern. — **Hotels.** At *Great Malvern:* *Imperial, near the station, with pleasant grounds and brine baths, R. from 4*s.* 6*d.*, D. 5*s.*, pens. from 12*s.* 6*d.*; *Foley Arms, R. 5*s.* 6*d.*, D. 5*s.*, Tudor, both on the hill; *Abbey, R. from 5*s.*, D. 5*s.*; Bellevue, R. from 4*s.* 6*d.*, D. 5*s.*, on the hill; Beauchamp, R. 5*s.*, D. 5*s.*, commercial; Dr. Ferguson's Hydropathic. Also numerous *Boarding Houses* (5-10*s.* per day) and *Lodgings*. — At *Malvern Wells:* Essington Hotel, R. 2*s.* 6*d.*, D. 3*s.*; South Lodge Pension, from 1*l.* 11*s.* 6*d.* per week. — At *North Malvern:* North Malvern Hotel, R. or D. 3*s.* — At *West Malvern:* Westminster Arms, well spoken of, R. or D. 3*s.* — *Rail. Rfmt. Rooms* at Great Malvern.

Golf Links (18 holes) on Malvern Common; ladies' course near Malvern Wells Station.

Cabs, 1*s.* per mile or fraction of a mile for 1-2 pers.; each addit. pers. 6*d.* *Carriage & Pair* 4*s.* per hr., 1*s.* 6*d.* for each addit. ½ hr., 2*1s.* per day; to *Worcester* and back 8*s.*; to the *British Camp* and back by the *Wyche* 8*s.*; to *Eastnor Castle* and back 12*s.*

Malvern, an inland health-resort, famous for its bracing air and pleasant situation, includes the town of *Great Malvern* and the villages of *Malvern Link*, *Malvern Wells*, *Little Malvern*, *North Malvern*, and *West Malvern*, all consisting mainly of villas, hotels, hydropathic establishments, and boarding-houses. Pop. (1901) 16,448. The first four lie at the E. base of the *Malvern Hills*, a small chain 9 M. long and 1000-1400 ft. high, forming the watershed between the Severn and the Wye; while the other two are on the N. and W. slopes of the same range. Great Malvern contains the best hotels and boarding-houses and the principal

shops; but visitors in search of quiet or economy will probably prefer one of the villages. The principal springs are *St. Ann's Well* (756 ft.), at Great Malvern, the *Holy Well* (680 ft.), above Malvern Wells, and the *Royal Well* (1150 ft.), near West Malvern. Malvern is a great educational centre, the chief school being *Malvern College*, opened in 1865. — Mme. Goldschmidt (Jenny Lind; 1821-87) is buried in the *Cemetery*, near Great Malvern station.

The beautiful **Priory Church*, belonging to a priory founded in the 11th cent., is externally a Perp. edifice, with a tower apparently modelled on that of Gloucester Cathedral. The nave, however, and part of the rest of the interior are Norman. The N.W. Porch was restored in 1895.

Among the points of interest are *St. Anne's Chapel* (13th cent.); the ancient encaustic tiles; the 15th cent. stained-glass windows (the finest in St. Anne's Chapel); the miserere carvings (ca. 1400); the mosaic in the reredos (1884); and some of the monuments. The only other relic of the priory is the *Gateway*, a little to the W. — Malvern Priory claims to be the monastery of William Langland, author of 'Piers Plowman's Vision', which begins on a 'May mornynge on Maluerne hulles'.

Little Malvern or *Malvern Parva*, 1 M. to the S. of Malvern Wells, contains the interesting remains of a Norman church, consisting of the tower and chancel.

Excursions. The **Worcester Beacon** (1395 ft.), the highest of the Malvern Hills, rises immediately above Great Malvern and may be ascended by easy paths in 1/2 hr. (pony or mule, about 1*s.*). The route passes St. Ann's Well. The **View* ('toposcope' or indicator) is very extensive, reaching on the W. to the hills of Brecknock and stretching on the E. over an apparently boundless plain. Hereford, Worcester, Gloucester, Cheltenham, and Tewkesbury are all within sight.

'Twelve fair counties saw the blaze
From Malvern's lonely height.'

The *North Hill* (1326 ft.; 1/2 hr.), to the N. of the Worcester Beacon, may also be ascended, viâ the picturesque *Ivy Scar Rock;* and we may follow the ridge to the S., along an old fosse dividing Worcestershire and Herefordshire, to the (1 M.) *Wyche* (see below). Beyond the Wyche the walk may be continued along the ridge to *Wynd's Point* (830 ft.; British Camp Hotel) and (3 M.) the **Herefordshire Beacon* (1370 ft.), the top of which has been converted into a strong *British Camp*, capable of holding 20,000 men. According to tradition, this was the scene of the capture of Caractacus by the Romans in A.D. 75. A large reservoir was constructed here in 1895. We may return by the *Jubilee Drive*, an avenue skirting the hill-slopes to the Wyche Pass (see below).

The Round of the Hills is a favourite drive from Great Malvern, and may be made in an excursion-brake plying several times daily (1*s.*). We skirt the E. slope of the hills, pass through the (1 1/2 M.) *Wyche Pass* (900 ft.), to the S. of the Worcestershire Beacon, and return along the W. side of the range viâ (1 1/2 M.) *West Malvern* and (1 M.) *North Malvern*.

Excursion-brakes (2*s.* 6*d.*) ply also to (8 M.) *Eastnor Castle* (Lady Henry Somerset), the collection of paintings and armour in which is shown to visitors on Tues. and Frid. (adm. 1*s.*). The road to it leads by Malvern Wells, Malvern Parva, and Wynd's Point (see above), the last part traversing the beautiful park surrounding the castle.

Excursions may also be made to *Worcester*, *Evesham*, *Gloucester*, *Stoke Edith Park* (tickets obtained at the booksellers'), *Ledbury*, *Tewkesbury*, etc.

Beyond Malvern Wells the train penetrates the Malvern Hills by a long tunnel. 11 M. *Colwall*, with an old church and Schweppe's

large mineral water factory. Farther on *Eastnor Castle* (p. 204) and an obelisk in Eastnor Park are seen to the right. Another tunnel, nearly 1 M. long, is then threaded. — 16 M. **Ledbury** (*Feathers; Royal Oak*, R. 4*s*., D. 3*s*.), a busy little town with 3259 inhab., manufactures cider, perry, sacking, and cordage. The large *Church* is an interesting study in architectural styles, from Norman to Perpendicular. The *Market House* (1633) is elevated upon pillars of Spanish chestnut. An *Institute*, opened in 1895, commemorates Elizabeth Barrett Browning (p. 459), who spent her girlhood at *Hope End*, in the vicinity.

From Ledbury to Gloucester, 19 M., a railway runs in 3/4-1 1/4 hr. (fares 3*s*. 2*d*., 1*s*. 7*d*.) viâ *Dymock*, with a massive church-tower (to the left), *Newent*, and *Barber's Bridge*. About 2 1/2 M. from Dymock is the old Norman church of *Kempley*, with well-preserved mural paintings of the 12th cent. in the chancel). — 19 M. *Gloucester*, see p. 181.

19 M. *Ashperton;* 22 M. *Stoke Edith*, with a beautiful park (see p. 204); 25 M. *Withington*, with encaustic tile works.

30 M. **Hereford**, see p. 189. — 34 1/2 M. *Tram Inn*. About 1/2 M. from (37 M.) *St. Devereux* is the interesting late-Norman *Church of *Kilpeck*, with elaborate sculptures, described as '*facile princeps* amongst its fellows of the same type'. — From (40 1/2 M.) *Pontrilas* a branch-line runs through the 'Golden Valley' to (11 M.) *Dorstone* and (16 M.) *Hay* (p. 217). The scenery now improves. To the right rise the *Black Mountains*. — 46 M. *Pandy* is the nearest railway-station for **Llanthony Abbey**, 5 M. to the N.W. The ruins consist of the church and chapter-house, and afford an interesting example of Transition Norman (12th cent.), though part is as late as the 14th century. The *Prior's Lodge* is now an inn. Walter Savage Landor (d. 1864) lived here for some years. The modern *Llanthony Monastery*, the home of Father Ignatius (d. 1908), lies about 4 M. farther up the valley. — 48 1/2 M. *Llanvihangel* is 6 1/2 M. from Llanthony Abbey.

Beyond Llanvihangel the *Sugarloaf* (1955 ft.), a spur of the Black Mts., comes into view on the right. From (51 M.) *Abergavenny Junction* a line (L. N. W.) diverges on the right to *Rhymney Bridge* (for *Cardiff*), *Merthyr Tydfil* (p. 209), *Dowlais*, etc. Good view to the right up the valley of the *Usk*.

52 M. **Abergavenny** (*Angel*, *Greyhound*, both well spoken of; *Swan*), with 7795 inhab., is situated at the junction of the *Usk* and the *Gavenny*, and enclosed by well-wooded hills (see below). It occupies the site of the Roman *Gobannium* and possesses the remains of a Norman castle (adm. 1*d*.) and a modernized Benedictine priory-church of the 14th cent., with several ancient monuments. Abergavenny is an excellent tourist and fishing centre.

The Sugarloaf (1955 ft.) may be easily ascended from Abergavenny in 1 1/2-2 hrs. (pony 5*s*.). *View fine and extensive. The descent may be made on the W. side to Crickhowell (p. 206). — The Blorenge (1908 ft.; 1 1/2 hr.) commands an even finer view of the valley of the Usk, and *Skyrrid-Vawr* (1600 ft.), 4 M. to the N. E., is also a good point of view.

A motor-car runs eight times daily from the railway-station up the beautiful valley of the *Usk* to (6½ M. in 40 min.) **Crickhowell** *(Bear)*, a village with the remains of an old castle, going on thence four times daily to (20 M. in 2⅓ hrs.) *Brecon* (p. 218).

From Abergavenny to *Cardiff* by the L.N.W.R. route, see pp. 205, 208.

Beyond (54½ M.) *Penpergwm* we cross the Usk. — 61½ M. **Pontypool Road** *(Rail. Rfmt. Rooms)*, the junction of lines to *Merthyr* and *Swansea* (p. 212) and to *Raglan* and *Monmouth* (p. 188). The industrial town of *Pontypool* (Crown, R. or D. 3*s.*; Clarence) lies 1½ M. to the W. — 68 M. **Caerleon** *(Angel)*, on the Usk, the *Isca Silurum* of the Romans, and the traditional residence of King Arthur.

Near the church is an interesting *Museum* of Roman antiquities (adm. 6*d.*), the road opposite which leads to the well-defined *Amphitheatre* and a mound known as *King Arthur's Round Table*. Caerleon was at a very early period the seat of an archbishop, whose see was transferred in the 11th cent. to St. David's (p. 228).

At (71¼ M.) *Newport* we join the railway described in R. 26.

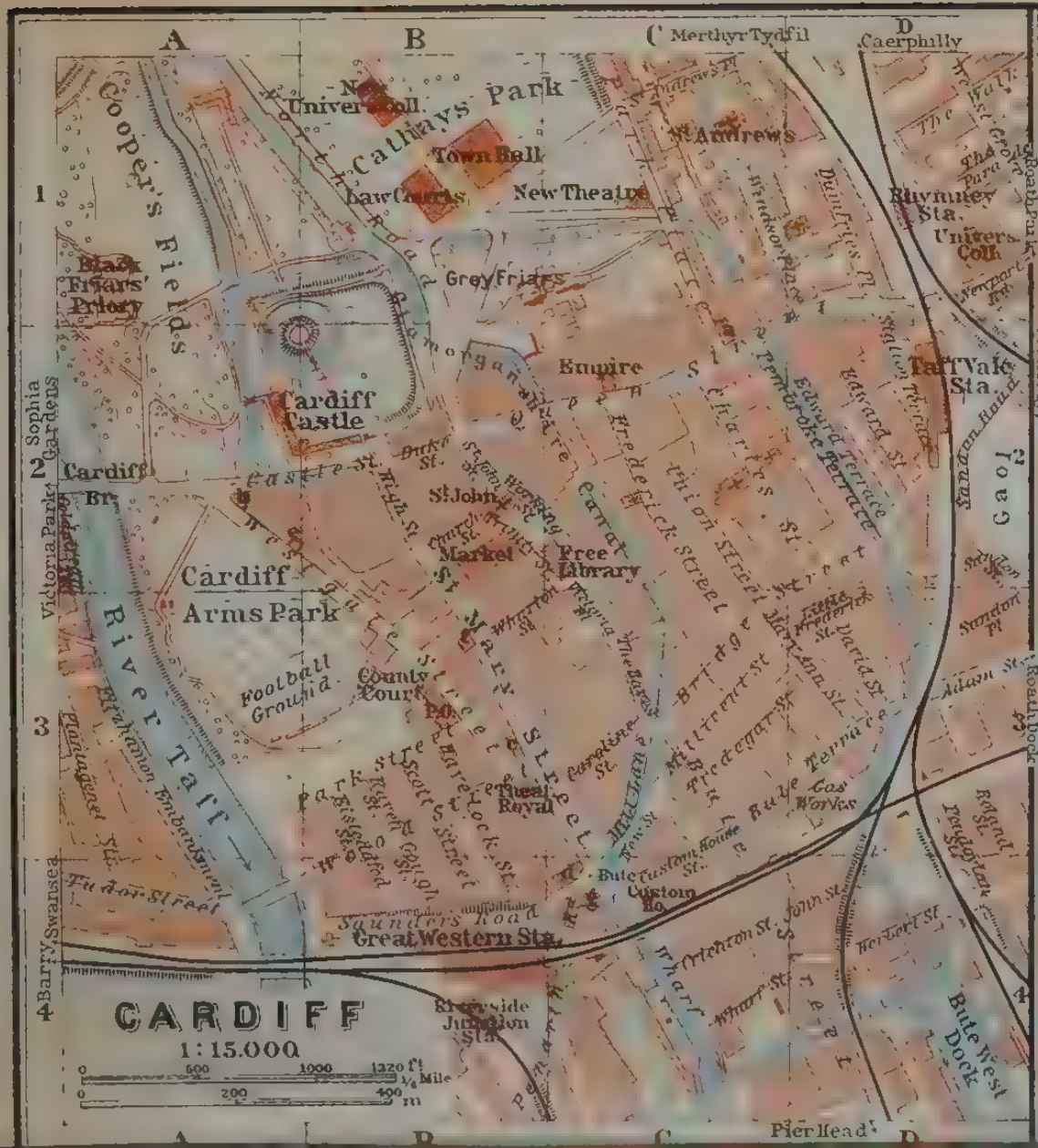
26. From London to Cardiff, Swansea, and Fishguard.

262 M. Railway in 5½-9 hrs. (fares 43*s.*, 20*s.*). This line, which traverses the S. part of Wales (see p. xxxiii), is the route followed by the Irish Mail trains and South Wales Expresses of the Great Western Railway. — To (145½ M.) *Cardiff* in 2¾-5½ hrs. (25*s.* 6*d.*, 12*s.* 9*d.*); to (191 M.) *Swansea* in 4-9 hrs. (33*s.*, 16*s.* 6½*d.*); to (251½ M.) *Haverfordwest* in 6¾-9 hrs. (42*s.*, 21*s.*); to (260½ M.) *New Milford* in 7-9½ hrs. (43*s.* 6*d.*, 21*s.* 8½*d.*).

From London to (83 M.) *Wootton Bassett*, see R. 15. — We here leave the Bristol line to the left. 87 M. *Brinkworth*, near which is *Penn Lodge*, once occupied by William Penn. — We traverse tunnels before and after (100 M.) *Badminton* (Portcullis), to the N. of which lies *Badminton*, the large house and park of the Duke of Beaufort (no adm.). Beyond (104½ M.) *Chipping-Sodbury* we cross the Midland line from Gloucester to Bristol, and enjoy a wide view on both sides. At (113¼ M.) *Patchway* we join the line from Bristol (p. 129) and beyond (116¾ M.) *Pilning* the train passes beneath the estuary of the *Severn* by means of the ***Severn Tunnel** (opened in 1886), one of the greatest triumphs of railway engineering.

The estuary here is upwards of 2¼ M. wide, but the total length of the tunnel is 4⅓ M. (transit 5-6 min.). The crown of the arch is at a depth below the bed of the river varying from 40 ft. to 100 ft. The tunnel is 26 ft. wide and 20 ft. high, and is traversed by two lines of rails; its total cost was nearly two millions sterling.

At (123¾ M.) *Severn Tunnel Junction*, on the other side of the Severn, we join the line from Gloucester (p. 185). — 133½ M. **Newport** *(*Westgate*, R. 5*s.*, D. 3*s.* 6*d.*; *King's Head; Rail. Rfmt. Rooms)*, a flourishing seaport at the mouth of the *Usk*, with (1901) 61,474 inhab., extensive docks, and a large export-trade in iron and coal, is also an important railway-centre for the mining district of S. Wales. The Usk is here spanned by a *Transporter Bridge*, one



A
B
C
D
Merthyr Tydfil
Caerphilly
Cathays Park
Town Hall
Law Courts
New Theatre
St Andrews
Cooper's Fields
Black Friars' Priory
Grey Friars
Empire
Cardiff Castle
Cardiff Br.
Sophia Gardens
Victoria Park
Cardiff Arms Park
River Taff
Football Ground
County Court
P.O.
Market
St John
Free Library
Theal Royal
Saunders Road
Great Western Sta.
Riverside Junction Sta.
Bute West Dock
Bute Terrace
Gas Works
Custom Ho.
Taff Vale Sta.
Rhymney Sta.
Univers. Coll.
Gaol
Roath Park
Roath Dock
Barry
Swansea
Pier Head
CARDIFF
1:15.000
0 500 1000 1320 ft
1/4 Mile
0 200 400 m

Merthyr Tydfil
Caerphilly
Newport
Roath
CARDIFF
Roath Sta.
Cathays Park
Cooper's Fields
Cardiff Castle
Taff Vale Sta.
Gaol
River Taff
Canton
Grangetown
Bute Town
Bute West Dock
Bute East Dock
Dowlais Cardiff Works
Roath Dock
Clarence Road Sta.
Pier Head
Basin
Queen Alexandra Dock
Cardiff Flats
The Orchards
Lighthouse
Penarth Flats
Penarth Dock
Cogan
1:63 360
Statute Mile
Kilom

of two in England (see p. 370). The remains of the old *Castle* date from the 11th century. The *Church of St. Woollos* (p. xxxvii) has a good Norman interior and a massive square tower. Newport was the scene of Frost's abortive Chartist rising in 1839. *Caerleon* (p. 206) lies about 3 M. to the N.E. — Railway to *Pontypool* and *Hereford*, see R. 25.

Beyond (133¾ M.) *Marshfield* the train crosses the *Rhymney* and enters *Glamorganshire*, the southernmost county in Wales.

145½ M. **Cardiff.** — **Hotels.** *Park (Pl. a; C, 1, 2), Queen St., R. from 4s., D. 2s. 6d.-7s., board 10s. 6d.; Angel (Pl. b; A, 2), Castle St., near the castle; Royal (Pl. c; B, 3), 65 St. Mary St., R. from 4s.; Great Western (Pl. d; C, 4), St. Mary St., near the G. W. R. station. — Grand (Pl. e; A, B, 2), Westgate St.; Queen's (Pl. f; B, 3), 84 St. Mary St., commercial; Alexandra, near the Taff Vale Station (Pl. D, 2); Central Temperance (Pl. g; C, 4), near the G. W. R. station, R. 2s. — *Philharmonic Restaurant*, St. Mary St.; *Beaufort*, High St.; *Refreshment Rooms*, at the G. W. R. station. — *Dorothy Café*, St. Mary St.

Electric Tramways. From the Monument (Pl. C, 4): 1. Viâ St. Mary St. and Castle St. to *Victoria Park* (beyond Pl. A, 2). 2. Viâ Mill Lane, Queen St., and Windsor Place to *Whitchurch Road* (beyond Pl. C, 1). 3. Viâ Queen St., the *Taff Vale* and *Rhymney Stations* (Pl. D, 1, 2), and Castle Road, to *Roath Park* (beyond Pl. D, 1). 4. Viâ Custom House St. and Bute St. to the *Pier Head* (comp. Map). 5. Viâ Custom House St. and Adam St. to *Roath Dock* (comp. Map). — From Hayes Bridge: 6. Viâ Working St., Queen St., and Castle Road to Roath Park and *Fairoak Road* (beyond Pl. D, 1). 7. Viâ Bute St. to the *Pier Head* (comp. Map). 8. Viâ Queen St. to *Newport Road Terminus* (comp. Map). — 9. From *Clarence Road Station* (comp. Map) viâ Clare Road to *Cathedral Road Terminus* (beyond Pl. A. 1). — **Omnibus** from the end of St. Mary St. to *Penarth* (4d.); from High St. to *Llandaff* (3d.). — **Ferry Steamer** (fare 4d.) from the Docks to *Penarth* every ½ hr., for two hrs. before and two hrs. after high water.

Post Office (Pl. B, 3), Westgate St.

Theatres. *New Theatre* (Pl. C, 1), Park Place; *Theatre Royal* (Pl. B, 3), St. Mary St.; *Hippodrome*, Westgate St.; *Empire* (Pl. C, 2), Queen St.

American Consul, *Lorin A. Lathrop*; vice-consul, *A. S. Phillips*.

Steamers ply from Cardiff daily to *Bristol*; 1-3 times weekly to *Cork* (fare 17s. 6d.), *Swansea*, *Belfast* (17s. 6d.), and *Glasgow* (20s.). Excursion steamers also in summer to numerous places on the Bristol Channel (comp. p. 122).

Railway Stations. *Great Western Railway Station* (Pl. B, 4), near the S. end of St. Mary St.; *Taff Vale Station* (Pl. D, 2), in Queen Street; *Rhymney Station* (Pl. D, 1), adjoining the last; *Dock Station* (comp. Map) of the Taff Vale Co.; *Clarence Road Station* (comp. Map), close to the Docks, for Penarth and Barry.

Cardiff (the 'Caer', or castle, on the Taff), a well-built city (since 1905) with (1901) 164,420 inhab. (2000 in 1801), lies on the *Taff*, 2 M. above its mouth, has the largest coal-shipping trade in the world (ca. 20,000,000 tons in 1907), and also exports large quantities of iron and manufactures from the S. Wales mineral field. It exports a larger tonnage than any other port in the world, New York being second. The magnificent docks (p. 208) were begun by the second Marquis of Bute (d. 1848), the lord of the manor, to whose spirit and energy Cardiff owes much of its importance.

From the *Great Western Station* (Pl. B, 4) *St. Mary St.* and

High St. lead to the castle and the bridge over the *Taff*. **Cardiff Castle** (Pl. A, B, 2; adm. by order from the Estate Office, opposite), erected in the 11th cent., has been elaborately restored, and is occasionally occupied by the Marquis of Bute. The castle was the prison of Robert Curthose, eldest son of the Conqueror, who died here after nearly 30 years' captivity. The ancient keep (14th cent.) is still preserved; but the lofty clock-tower and other prominent features of the exterior and most of the inhabited rooms are modern. The most interesting of the frescoes are those in the Banquet Hall, illustrating the history of the Castle. — A good view of the Castle is obtained from the prettily laid-out *Sophia Gardens* (comp. Map). The *New Town Hall*, the *Law Courts*, and the *Museum* form an imposing group in *Cathays Park* (Pl. B, 1), where the new *University* also is to be erected. Near the park are the scanty ruins of an old *Grey Friars Monastery* (Pl. B, 1). The *Church of St. John* (Pl. B, 2), in Church St., to the E. of High St., was built in the 13th cent., but the fine Perp. tower is a later addition. — The *Free Library* (Pl. B, C, 2), in Working St., can accommodate 600 readers; upstairs is an *Art Gallery and Museum*, with a large collection of paintings (open 10-5, except on Frid.; on Wed. & Sat. also 5-9 p.m.).

The *South Wales & Monmouthshire University College* (Pl. D, 1), in Newport Road, is attended by about 700 students (new building, see above). The *Technical School* has between 3000 and 4000 students.

The ***Docks** (comp. Map) consist of five main basins, with an aggregate area of 160 acres and 7 M. of quays. There are additional docks at *Penarth* (26 acres; see below), and at *Barry* (114 acres), 8 M. to the S.W. (railway in 25 min.).

The most interesting excursion from Cardiff is to *Llandaff Cathedral* (p. 210), reached by railway, by road, or by a path through *Llandaff Fields*, beginning a little beyond the tramway-terminus in Cathedral Road (2 M.).

At the mouth of the Taff estuary, 4 M. from Cardiff, lies **Penarth** (*Penarth Hotel*, on Penarth Head; *Esplanade*, R. & B. 6*s*. 6*d*., D. 4*s*.), the marine residence and bathing-resort of the Cardiffians (14,227 inhab.), with an esplanade, fine salt-water swimming-baths, and good golf-links. It may be reached by railway, omnibus, or steamer (comp. p. 207). The commercial part of the town lies on the N. side of the Head, adjoining the important *Penarth Docks*. An extensive view is obtained from *Penarth Head* (200 ft.), near the foreign-looking church. In Plymouth Road, facing the Town Station, is the *Turner House Gallery*, an interesting collection containing good examples of early 19th cent. water-colourists (Turner, Cox, De Wint, etc.), etchings, fine specimens of Turner prints, and a few oil-paintings (works by *Schalcken, *Poelenberg, Rossetti, etc.); adm. free, Wed., Sat., & Sun. 3-5.

From Cardiff to Caerphilly and Rhymney Bridge, 24 M., Rhymney Railway in 1 hr. (fares 4*s*. 2*d*., 2*s*. 9*d*., 2*s*.). This line, which starts from the Rhymney Station (p. 207), forms part of the L. & N. W. R. route to S. Wales (comp. p. 205). The whole of this district is covered with a dense network of railways, constructed chiefly for the mineral traffic and of comparatively little importance to tourists. — 8 M. *Caerphilly* (Castle Inn), on the *Rhymney*, is often visited for the sake of its *Castle, a picturesque and extensive ruin of the 13th cent. (adm. 3*d*.). Its system

of fortification is very elaborate, and seems to have included arrangements by which the surrounding country could be laid under water. Soon after its erection it came into the possession of the Despensers, the notorious favourites of Edward II. (1307-27), and that monarch once found shelter here, just before his fall. The date of the destruction of the castle is unknown. The 'Leaning Tower', at the S. E. corner (60 ft. high), seems to owe its inclination to an attempt to blow it up with gunpowder. The castle now belongs to the Marquis of Bute. — 15 M. *Ystrad*, prettily situated in the valley of the *Rhymney*, which contracts above Caerphilly. — 16 M. *Hengoed* is the junction for the G. W. R. line from Pontypool to Swansea. — 22 M. *Rhymney*, with large iron-works, employing 7000 men. — At (24 M.) *Rhymney Bridge* we join the line from Abergavenny to Merthyr Tydfil (see p. 205).

From Cardiff to Merthyr Tydfil, 24½ M., Taff Vale Railway in ¾-1 hr. (fares 4*s*., 2*s*. 10*d*., 1*s*. 11½*d*.). This line ascends the valley of the *Taff*, the natural charms of which have to a great extent disappeared before the steady advance of iron-works and coal-pits. — 4½ M. *Llandaff Station*, 1¼ M. to the E. of the town (see p. 210). — From (7 M.) *Taff's Well* we may visit (¾ M.) *Castell Coch* ('red castle'), a finely-situated feudal château (13th cent.; restored) belonging to the Marquis of Bute (adm. 11-1 and 2-4 in the absence of the family; tickets at the Bute Estate Office, Castle St., Cardiff). Wine is made every year from the small vineyard below the castle. — 11 M. *Treforest* is the junction of a line to Llantrissant (p. 211). — At (13 M.) *Newbridge* or *Pontypridd Junction* a line, diverging to the left, ascends the valley of the *Rhondda*, the most important of the Glamorganshire colliery districts, to (10½ M.) *Treherbert*, and thence proceeds viâ *Cymmer* to *Port Talbot* (p. 211), while another, to the right, leads to Caerphilly (p. 208) and Newport (p. 206). The *Bridge* from which Pontypridd takes its name is a singularly graceful stone bridge spanning the Taff in a single arch, 140 ft. wide and forming a perfect segment of a circle. It was constructed in 1755 by a stone-mason named Edwards, after two unsuccessful attempts. The cylindrical tunnels in the 'haunches' of the bridge were made to lighten the masonry and so diminish the inward thrust. — From (16 M.) *Abercynon* a line runs to (7½ M.) *Aberdare* (with large iron-works) and (10½ M.) *Hirwain Junction* (p. 212). — At (18 M.) *Quaker's Yard Junction* we cross the G. W. R. line from Pontypool to Hirwain. — Farther on we pass under the Neath Valley Railway (p. 212).

24½ M. **Merthyr Tydfil** (*Castle*, R. 4*s*., D. 2*s*.-3*s*. 6*d*.; *Bush*, near the station, both commercial), a busy but mean-looking and uninviting town with (1901) 69,227 inhabitants. It is of ancient origin, taking its name from the virgin saint, Tydfil the Martyr (5th cent.); but its importance is wholly of modern growth, and a century ago it was an inconsiderable village. It is the great centre of the iron-working district of S. Wales, and the night aspect of the valley in which it lies, lit up by the lurid glare of innumerable furnaces, is very impressive. At the *Cyfarthfa Iron Works*, about 1 M. from the station, the newest and best processes for smelting iron and converting it into steel may be seen. Above the works is *Cyfarthfa Castle*, the residence of the senior partner. A statue of *Sir W. T. Lewis* was erected in front of the General Hospital in 1901. — An omnibus runs from Merthyr to (2 M.) *Dowlais*, with the *Dowlais Iron & Steel Works*, which are on a still more extensive scale. Within their precincts are some remains of the old castle of *Morlais*, formerly the residence of the Welsh princes of Brecon. Visitors are courteously admitted to either establishment on application at the office.

Travellers who do not wish to return to Cardiff may go on from Merthyr eastwards to *Abergavenny* (p. 205), northwards to *Brecon* (p. 218), or westwards to *Swansea* (p. 242).

From Cardiff to Barry and Bridgend, 29 M., railway in 1¼ hr. (fares 3*s*. 4*d*., 2*s*.. 1*s*. 8*d*.). The trains start from the G. W. R. Station; some also from Clarence Road Station. — 4 M. *Cogan* adjoins Penarth Dock Station. — 7½ M. *Cadoxton*; 8 M. *Barry Dock*. — 8½ M. Barry (Barry Hotel, R. 4*s*.), a town of some size, practically owes its existence to the docks (114 acres), which were begun in 1884. — The line now follows

a somewhat uninteresting course towards the W. — 14½ M. *Aberthaw*, at the mouth of the Thawe. To Cowbridge and Llantrissant, see p. 211. — 19½ M. *Llantwit Major* (Inns, small) has an interesting double church, dating in its present form from the 13-14th centuries. It represents, however, a monastic foundation of the 5th cent., to which was attached a famous College ('the first Christian school of learning in Britain'), where Gildas, Taliesin (p. 237), and other eminent Welshmen were educated. — Near Llantwit is a ruined castle locally known as the *Old Place*. — On the coast, about 2 M. to the W. of Llantwit, is *St. Donat's Castle* (usually shown on application), a picturesque castellated mansion of the 16th cent., containing some fine wood-carving by Grinling Gibbons. A room is shown in which Archbishop Usher found shelter in 1645-6. — 24½ M. *Southerndown Road*. On the coast, 3 M. to the S.W., lie *Southerndown* (Dunraven Hotel, R. 2s., D. 2s 6d.; Marine), a small watering-place with golf-links, and *Dunraven Castle* (Earl of Dunraven), a modern mansion finely situated on a rocky promontory. Dunraven is believed to occupy the site of a royal residence of Carnetacus. Near it are the *Nash Cliffs*, a fine bit of coast-scenery. — At (29 M.) *Bridgend* (p. 211) we join the direct line from Cardiff to Swansea.

About 5 min. after leaving Cardiff the train stops at (147¾ M.) *Ely*, the station for **Llandaff** *(Red Lion; Mitre)*, 1 M. to the right, the smallest city in England (700 inhab.), now practically a suburb of Cardiff (omnibus, see p. 207). It is interesting as the seat of perhaps the oldest episcopal see in Great Britain, established by SS. Dubritius and Teilo at the end of the 6th century. On our way from the station to the cathedral we pass the large castellated gateway of the old *Bishop's Palace* (destroyed by Owen Glendower). Near the gateway is a *Cross*, on an ancient base.

The *Cathedral, pleasantly situated amid trees, at the foot of a slope rising above the river *Taff*, occupies the same spot as the earliest church of SS. Dubritius and Teilo. This, however, which seems to have been a very small edifice, was removed by Bishop Urban (1107-33), who undertook the erection of an entirely new church. In the E. E. period Urban's church was extended westwards as far as the present W. front, and the only remains of it are the Norman arch between the Presbytery and Lady Chapel, part of the S. wall of the former, and the Norman doorways incorporated in the aisle-walls. The Chapter House is also E.E., of a somewhat later date; the Lady Chapel is early Dec.; the Presbytery and the walls of the aisles both in nave and choir were rebuilt in the late Dec. period; and the N. W. tower was built by Jasper Tudor, uncle of Henry VII., while the S. W. tower (E. E.) seems to have been left standing. At a later date the building was completely neglected; the W. end of the nave collapsed at the beginning of the 18th cent., and the cathedral became an absolute ruin. About 1735-40 a sort of Italian temple was made within the walls, but in 1843 the restoration which culminated in the present church was begun. The architect was Mr. Prichard, to whom is due also the S.W. tower (195 ft.), replacing the original E. E. tower, pulled down in 1786. — The cathedral is 175 ft. long and 72 ft. wide. The daily services are at 10 a.m. and 6 p.m., the latter choral.

The **Exterior** of the building, owing to the lack of transepts, suggests a large parish-church rather than a cathedral. The W. façade, however,

the central part of which belongs to the E. E. edifice, is fine, and has been compared to those of Ripon Cathedral and St. Remi at Rheims. Mr. Freeman comments on the satisfactory effect produced by the perspicuity of its construction, which is in no way disguised by the ornamentation.

The *Interior, being open from end to end, is very impressive. Among the chief points of interest are the grand late-Norman **Arch* between the presbytery and the Lady Chapel; the *Altar-piece by *Rossetti;* the *Lady Chapel;* the *Chapter House*, which is of very unusual form (square, with a central pillar); the monuments of *Sir David Matthew*, standard-bearer of Edward IV. (N. aisle of presbytery) and *Sir William Matthew* (d. 1528; N. aisle of nave); and the supposed tomb of *St. Teilo* (comp. pp. 221, 225), on the S. side of the presbytery. The way in which the E. bays of the ritual choir are blocked up is supposed to be due to the former existence of a pair of small transeptal towers. The roof throughout is modern; so also is the stained glass, which includes some good specimens of *Morris.* — In the churchyard is a Memorial Cross to *Dean Conybeare* (d. 1857), an eminent geologist. — The group of neat modern buildings on the slope above the cathedral include the *Deanery* and the *Canonry.* Adjacent is the *Cathedral School*, founded by Dr. Vaughan, Dean of Llandaff.

Between Cardiff and Swansea the line intersects a busy mineral district, with unattractive villages and small towns. Before reaching Llantrissant the train crosses the *Ely* sixteen times. 14^{9}1/4 M. *St. Fagans*, with the seat of Lord Windsor, takes its name from an early missionary, said to have been sent from Rome in A.D. 180. — 15^{6}1/2 M. *Llantrissant* (Windsor Arms), picturesquely situated on a hill at some distance to the N. of the station, is the junction of a branch-line to (6 M.) *Cowbridge* (Bear) and (11 1/2 M.) *Aberthaw* (p. 210).

16^{5}1/2 M. **Bridgend** (**Wyndham Arms; Dunraven*, R. or D. 3*s.* 6*d.*; *Angel, Castle*, R. or D. 3*s.*), the junction for the Llynfi Valley Railway (to *Maesteg*), is a small town, with (1901) 6063 inhab. and the scanty remains of a Norman castle.

Visits may be paid to *Ogmore Castle*, a Norman fragment, 2 1/2 M. to the S. W.; to the (2 M.) ruins of *Ewenny Priory*, founded in 1146 and (according to Mr. Freeman) 'perhaps the best specimen of a fortified ecclesiastical building, the union of castle and monastery in the same structure'; to *Coity Castle* (13-14th cent.) and *Coity Church* (good window tracery), 2 M. to the N.E.

From Bridgend to *Cardiff* viâ *Llantwit Major*, see p. 210.

From (17 1 M.) *Pyle* a branch-line runs to (3 1/2 M.) *Porthcawl* (Esplanade; Porthcawl; Marine, pens. from 30*s.* per week), a rising watering-place, with one of the best golf-courses in S. Wales.

Near (17^{6}1/2 M.) *Port Talbot & Aberavon* (Vivian Hotel, at Aberavon), the outlet for the copper, coal, and iron of the Vale of Afon, are the fine mansion and grounds of *Margam Abbey*, with the ruins of a Cistercian monastery of the 12th century. To Cymmer and Pontypridd, see p. 209. — 180 M. *Briton Ferry*, the port of Neath.

18^{2}1 1/4 M. **Neath** (*Castle*, R. 4*s.*, D. 3*s.* 6*d.*; **Mackworth; Vale of Neath*), with 13,732 inhab., lies at the mouth of the *Neath* and is surrounded by coal, iron, tin, and copper works. About 1 M. to the N. are the ruins of *Neath Abbey*, founded in 1111. The *Castle*, of which only the entrance-gate and towers remain, lies to the right of the station.

From Neath to Merthyr Tydfil, 24 M., railway in 1¼ hr. (fares 3*s.* 10*d.*, 1*s.* 11*d.*). This railway ascends the beautiful *Vale of Neath, with numerous waterfalls, wooded ravines, and picturesque crags. The finest falls are near *Pont Neath Vaughan* (Angel; Dinas Hotel), where the ravines of the *Neath*, the *Hepste*, the *Mellte*, and the *Perddyn*, each containing a series of falls, converge. Pont Neath lies 3 M. above (7 M.) *Glyn Neath* (Lamb & Flag, ¾ M. from the station), the nearest railway-station. — 16½ M. *Hirwain* (p. 209). — 24 M. *Merthyr Tydfil*, see p. 209.

From Neath to *Brecon*, see R. 27.

On leaving Neath we pass the ruins of the castle on the right and those of the abbey (a little farther on) on the left. — 190 M. *Landore* (Rail. Rfmt. Rooms), the junction of the short line to (1 M.) *Swansea*, lies in the middle of a district blackened and desolated by the smoke of innumerable copper-works.

Swansea. — **Hotels.** Royal, High St.; *Métropole, Wind St.; Cameron, High St., R. from 5*s.*, L. 2*s.* 6*d.*, D. 3*s.* 6*d.*; Mackworth, R. 2*s.*, D. 2*s.* 6*d.*-3*s.* 6*d.*, commercial; Grand Temperance, R. & B. 4*s.*, these two in the High St., near the G. W. R. station.

Railway Stations. 1. *High St. Station*, of the G. W. R. — 2. *Victoria Station*, Rutland St., of the L. & N. W. R. — 3. *St. Thomas Station*, E. of the Docks, of the Midland Railway. — 4. *East Dock* (G. W. R.), 5. *Swansea Bay* (L. & N. W. R.), to the W., are comparatively unimportant.

Steamers ply regularly to *Liverpool* (24 hrs.; fare 12*s.* 6*d.*), *Manchester* (30 hrs.; 12*s.* 6*d.*), *Belfast* (24 hrs.; 17*s.* 6*d.*), and *Glasgow* (36 hrs.; 20*s.*), and in summer to *Ilfracombe* (1¾ hr.; 4*s.* 6*d.*), the *Mumbles*, etc.

Post Office, Wind St., opposite the Métropole Hotel.

Theatres. *Grand*, Singleton St.; *Star*, Wind St. — Music Halls. *Empire*, Oxford St.; *Palace*, High St.

American Consul, *Jesse H. Johnson;* vice-consul, *Wm. D. Rees.*

Swansea, Welsh *Abertawe*, a busy town of (1901) 94,505 inhab., situated at the mouth of the *Tawe*, in the N.W. angle of *Swansea Bay*, is the chief seat of the tin-plate trade of England, and is also perhaps the most important copper-smelting centre in the world.

About 20,000 tons of copper (valued at 3-4 millions sterling) are annually produced by its foundries. No copper is found in this part of Wales, but the ore is brought hither from Cornwall and foreign countries owing to the abundance and cheapness of fuel, there being about 250 coal-pits within a radius of 15 M. This abundance has also led to the erection of numerous iron, zinc, lead, tin-plate, patent fuel, and other manufactories, while the docks are entered annually by vessels with a burden of upwards of 4,000,000 tons. About 232,000 tons of tin-plates, value 3,000,000*l.*, are exported annually, while the total value of the trade of Swansea (import and export) is estimated at 13 millions sterling. In certain states of the wind Swansea is completely enveloped in the smoke of the copper-works, which, however, is said to be less unhealthy than one would suppose.

The scanty remains of the *Castle* (14th cent.) are hidden behind the newspaper-office in Castle St.; but a view of the fine arcaded parapet (comp. p. 226) round the keep may be obtained by descending the narrow lane to the right. The *Church of St. Mary* was rebuilt in 1897; the Dec. chancel, the reputed work of Bishop Gower (p. 226), is interesting, and contains a few old brasses and monuments. The *Market*, erected at a cost of 20,000*l.*, is one of the finest in the kingdom. In Upper Goat St., a little to the N.E., is the house (tablet) in which Beau Nash (p. 117) was born. Near the *Victoria Station* (L. & N. W.) and the extensive *Docks*

(126 acres) is the *Royal Institute of South Wales*, containing a good library, an art-collection, and a museum (adm. 1*d.*). — In the Alexandra Road, not far from the *High St. Station*, is the *Free Library*, which possesses a fine collection of engravings. — Permission to visit one of the large *Copper Works* at Landore is generally obtainable on previous application. The 'tapping' of a blast-furnace at night is an imposing sight.

A good general view of Swansea is obtained from the hill named the *Graig*, which rises a little to the W. of the High St Station. *Kilvey Hill*, on the opposite (E.) side of the river, is also a good point of view. — A fine view of *Swansea Bay* is obtained from the end of the *W. Pier*, which is 2000 ft. long. — From Swansea to *Brecon*, see p. 220.

From Swansea to the Mumbles, 5½ M., Steam Tramway, starting opposite the Victoria Station (p. 212), hourly during the day (fares 7½*d.*, 5½*d.*). — The road skirts the sands of *Swansea Bay*, the natural beauty of which triumphs over many disadvantages. At *St. Helen's Junction* the steam-tramway is met by the electric tramway from Gower St. We pass (on the right) the *Victoria Park*, *Swansea Cricket Ground*, *Swansea Bay Recreation Ground*, and *Singleton Abbey*, the residence of Lord Swansea. On the left is a fine promenade (benches) overlooking the sea. At (1½ M.) *St. Gabriels* and (3 M.) *Mumbles Road* are stations of the L. & N. W. Railway. To the left are the remains of a submerged forest, and to the right, at (3½ M.) *Blackpill*, are Clyne woods. — 5 M. *Oystermouth;* 5¼ M. *Southend.* — 5½ M. *Mumbles Pier* (see below).

The Mumbles (**Ship & Castle; Mermaid; George;* lodgings) is a rising watering-place which has developed out of the fishing-village of *Oystermouth* and has assumed the name that in strict parlance belongs to the detached rocks off the S. horn of Swansea Bay. The name is supposed to be derived from the resemblance of these rocks to projecting breasts (*mammae*). The oyster-beds here have recently recovered some of their former prosperity. From the *Pier* (adm. 1*d.*; restaurant) steamers ply in summer to Bristol, Cardiff, Swansea, Tenby, Ilfracombe, Lynmouth, etc. The bathing is tolerable and the boating is good. A marine drive has been carried round the coast from Southend to *Bracelet Bay*, passing near the Lighthouse on Mumbles Head.

The Mumbles forms the usual and most convenient portal to the *Gower Peninsula, the S.W. corner of Glamorganshire. The whole of this peninsula, which is about 15 M. long and 5-6 M. broad, is picturesque enough to repay a stay of several days; but the finest scenery, that of the S. coast, may be fairly explored in one day's walk. It is emphatically a district for the pedestrian, as beyond the railway-termini there is no convenient transport for visitors (omnibuses, see below), while many of the finest points are inaccessible except on foot. Inns are few and far between, and those who explore the district thoroughly must now and again be content with farm-house or coastguard accommodation. Two-thirds of Gower are occupied by the English-speaking descendants of Flemish or Norman colonists, who have cooped up the original Welsh inhabitants in the N.W. corner (comp. p. 223). The churches, though rudely built, possess various features of interest; their towers, resembling those of Pembrokeshire (p. 233), combine the character of a campanile and a stronghold. The student of mediæval architecture should provide himself with *Freeman's* 'Notes on the Architectural Antiquities of Gower' (1850). The antiquarian also will find much to interest him in the peninsula.

The railway-stations nearest to the centre of the Peninsula are *Llanmorlais*, to the N., and *Killay*, on the E., both on the ramification of the L. & N. W. Railway which extends hence to Craven Arms and Shrewsbury (comp. p. 221). Omnibuses also ply between Swansea and several of the villages in Gower, generally leaving Gower early in the morning and returning about 6 p.m.

The following round of about 25 M. from the Mumbles, or 20 M. from

Caswell Bay, will give a fairly adequate idea of Gower scenery. Ample time (9-10 hrs.) should be allowed for the excursion, as some of the walking is rather rough. — The direct road from Oystermouth to Caswell Bay leads inland past *Oystermouth Castle*, a picturesque and extensive ruin of the 14th cent. (small fee), beyond which we diverge to the left in order to visit the pretty little (3/4 M.) **Langland Bay** (**Langland Bay Hotel*, D. 4*s.*; *Osborne; Rotherslade*, R. 2*s.* 6*d.*, D. 3*s.* 6*d.*; lodgings), a seaside resort, with golf-links. The bathing here and at (1 M.) **Caswell Bay** (**Hotel*, R. & B. 5*s.*), a charming little sandy cove, flanked with rocks, is rather dangerous on account of the strong outward currents. About 5 min. beyond the hotel a path on the left descends to (5 min.) *Brandy Cove*, a small green inlet owing its name to smuggling traditions. Thence we follow the path leading round the cliffs to (1/4 hr.) *Pwll-du Bay* ('Poolth-dee'; Beaufort Arms, small), with its curious banks of pebbles. Fine view of the *Pwll-du Head*, a bold mass of limestone on the other side of the bay. [From Pwll-du a path leads inland through the well-wooded *Bishopston Valley* to (2 M.) *Bishopston* (p. 215).] From the inn we ascend to (8-10 min.) the hamlet of *High Pennard*, beyond which we regain the cliff-track near (8 min.) a farm-house, with a pond in front of it. From (4 min. farther) a stone cattle-shed a faintly marked path descends to the left to *Bacon Hole*, a cave in which large deposits of prehistoric bones were found in 1850, and in about 10 min. more we reach another stone hut, in a line with which, to the left, is *Minchin Head* (*View of the coast), easily recognized by the knob of white limestone at the top. Below this knob is *Minchin Hole*, a cave 170 ft. deep, the descent to which requires caution.

Continuing to follow the track over the head of the cliffs, we soon come in sight of the large *Union Workhouse*, on the slope of *Cefn Bryn*. In 1/4 hr. we see the hamlet of *James Green* to the right, and in 5 min. more the ruin of *Pennard Castle*. To the left lies the sandy bay of *Shire Combe*, connected by a natural archway (accessible at low tide only; at high tide we must cross the neck) with **Three Cliffs Bay*. The latter is bounded on the W. by a fine promontory called the *High Tor*, beyond which we may cross the beautiful sands of *Oxwich Bay* to (2 M.) the church (a typical example of a Gower church) and parsonage of Oxwich, nestling under the cliffs at the W. extremity. Here is also a coastguard's cottage, where refreshments and a bed may be obtained. The village of *Oxwich* lies a little inland (to the N.) of the church, while *Oxwich Castle* (16th cent.), now incorporated with a farm-house, stands on the top of the cliffs. [Those who do not care to see the Culver Hole (see below), or to go on to the Worms Head, may turn inland at Oxwich and proceed viâ *Pen-y-Hitch* and *Reynoldston* to (5 1/2 M.) *Arthur's Stone* (p. 215).]

From Oxwich we may ascend the rough road passing to the right of the castle, and then descend through the village of *Slade*, to *Port Eynon Bay* and (3/4 hr. from Oxwich) *Port Eynon* (inn, small) where primitive summer-quarters and good bathing may be had. Here a boy may be engaged to show the way to *Culver Hole*, an interesting cavern on the W. side of Port Eynon Point.

[The walk along the cliffs from Port Eynon to (8-9 M.) the Worms Head, passing the *Paviland Caves* and **Mewslade Bay*, is very fine, but would necessitate another day in Gower. The **Worms Head**, perhaps the grandest piece of rock-scenery in the peninsula, consists of a long narrow promontory, stretching into the sea for about 1 M. and quite detached from the mainland at high-water. Accommodation may be obtained at a farm-house at *Rhossily*, a village about 1 M. from the neck of the headland and 6 M. by road from *Reynoldston* (p. 215).]

Starting from Port Eynon on our return-journey, we walk across the sand-hills to (3/4 M.) the village of *Horton*, and thence follow the road to (2 M.) *Penrice*, beyond which a rapid descent brings us to the iron gate of the avenue to *Penrice House*. To visit the ivy-clad ruins of *Penrice Castle* (permission necessary), dating in part from the 12th cent., we pass through this gate, leaving the grounds at the other end of the avenue by the lodge on the main road to Swansea.

[Those who wish to visit *Arthur's Stone*, the best-known cromlech in Gower, here turn to the left, and then, at (¼ M.) the cross-roads, to the right. Our road crosses the ridge of Cefn Bryn and leads to (1 M.) the road from Reynoldston to *Killay* (p. 213), at a point near a so-called 'Holy Well'. Hence we proceed to the left for ½ M., and then leave the road by a grass-track to visit (½ M.) *Arthur's Stone*, on the moor to the right. The cap-stone of this large cromlech is 14 ft. long, and weighs 25 tons. Arthur's Stone is about 1½ M. from *Llanmorlais* (p. 213). In returning we may vary the route by proceeding to the W. to (1 M.) *Reynoldston* ("Arthur's Stone Hotel, unpretending), where the road turns to the S. and soon reaches (¾ M.) the Swansea road, at a point about 1½ M. to the W. of that at which we quitted it.]

From the lodge of Penrice House (p. 214) the Swansea road leads to the right (E.), via (1 M.) the interesting church of *Nicholaston* (restored at a cost of 10,000*l.*) and (1 M. farther) *Penmaen*, with the West Gower Workhouse (p. 214) above us on the left. From (¼ M.) *Penmaen Church* (spoiled by restoration), a road diverging to the left leads to the summit of *Cefn Bryn* (690 ft.; °View). The Swansea road descends past *Parkle-Breos*, in the grounds of which is a neolithic tumulus, to (1 M.) the village of *Park Mill*, the mouth of the *Ilston Valley* and (½ M.) the small *Gower Inn*. Pennard Castle (p. 214) lies about 1 M. to the S. Beyond the Gower Inn the main road ascends past *Kilvrough House*, then runs to the N.E. to (4½ M.) *Killay Station*, and finally almost due E. to (2 M.) *Skelty* and (2 M.) *Swansea* (p. 212). — For Caswell Bay, however, we quit the road near a lime-kiln (on the left), 1½ M. beyond Kilvrough House, and take a path on the right leading to (¾ M.) *Kittle*. At Kittle we join the road which descends to the bottom of the valley and then ascends steeply to (¼ M.) *Bishopston* (inn). About 1 M. beyond the village we turn to the left by a road at right angles at the foot of the hill. A few hundred yards farther on, by a stone wall, we turn to the right and follow the road to (¾ M.) *Caswell Bay* (p. 214).

After leaving Landore (p. 212) the train penetrates a tunnel and near (195 M.) *Gowerton* intersects the L.N.W. line from Craven Arms to Swansea (comp. p. 213). — Beyond (197 M.) *Loughor*, we cross the estuary of the *Llwchwr (Loughor)*, or *Burry*.

201¾ M. **Llanelly** (*Stepney Arms*, R. 4*s.*, D. 3*s.* 6*d.*; *Thomas Arms*, R. 3*s.* 6*d.*, D. 3*s.*), a manufacturing town and mineral port, with 25,617 inhab., is the junction of a line to *Llandilo* (p. 221) and *Llandovery* (p. 221). — Beyond Llanelly the train quits the mineral district and the scenery improves. The line is carried along the shore on an embankment. — 205½ M. *Pembrey & Burry Port*, with large copper-works. — 210¾ M. *Kidwelly* (Pelican, R. or D. 3*s.*), pleasantly situated on Carmarthen Bay, with a picturesque ruined castle (14th cent.) and an interesting church (Dec.). — The train ascends the left bank of the estuary of the *Towy* and then that of the river (views). From (215 M.) *Ferryside* (White Lion), a small seaside resort, we have a good view of the ruins of *Llanstephan Castle*, on the opposite side of the estuary (ferry 3*d.*). — 221½ M. *Carmarthen Junction* (Rail. Refreshment Rooms), the junction for (¾ M.) Carmarthen, Lampeter, and Aberystwyth (see p. 222). We have a good view, to the right, of the Vale of Towy and the town of Carmarthen. — The train crosses the Towy. 229¾ M. *St. Clears* (Swan) was the centre of the

'Rebecca Riots' of 1843, the object of which was the abolition of turnpike-gates. (The name is an allusion to Gen. xxiv. 60.)

A coach plies hence daily to (5 M.) *Laugharne* (pron. 'Larne'; Globe), with an old castle, whence walkers may follow the coast to (14½ M.) *Tenby* (p. 223), viâ (4½ M.) *Pendine* (two inns), (5½ M.) *Amroth*, and (3 M.) *Saundersfoot*.

235¾ M. *Whitland* (Yelverton Arms) is the junction of lines to Tenby and Pembroke (see R. 29) and to Cardigan.

From Whitland to Cardigan, 27½ M., in 1½ hr. (fares 4*s*. 6*d*., 2*s*. 3½*d*.). This line ascends the prettily-wooded valley of the *Afon Taf*. — 16½ M. *Crymmych Arms* (inn) is the nearest railway-station for (11 M.) *Newport* (Llwyngair Arms; Commercial), to which a coach plies twice daily (fare 2*s*. 6*d*.). Coach from Newport to Fishguard (p. 217), thrice daily. Crymmych Arms is also the starting-point for a walk along the *Presely Hills* to (6½ M.) *Presely Top* (1760 ft.), the highest point in Pembrokeshire. — Beyond Crymmych Arms the train crosses the culminating point of the line (690 ft.) and descends (fine views of the coast) to (20½ M.) *Boncath* and (24 M.) *Kilgerran* (inn), the latter with a ruined castle (13th cent.) on a high cliff overlooking the most picturesque part of the narrow valley of the *Teifi* or *Tivy*. — 27½ M. **Cardigan** (*Black Lion*, R. or D. 2*s*. 6*d*.), a small and dull town, at the mouth of the *Teifi*, with 3511 inhab. and the scanty remains of an old castle. A coach runs hence twice daily through the pretty valley of the Teifi, passing (7 M.) *Cenarth*, to (10 M.) *Newcastle Emlyn* (p. 222). — *Gwbert-on-Sea* (Cliff Hotel), at the mouth of the Teifi, 3 M. to the N. of Cardigan, is a summer-resort with golf-links. The road running to the N.E. from Cardigan to (20 M.) *New Quay* (p. 222) and (23 M.) *Aberayron* (p. 223) offers few attractions to the tourist, but some of the coast scenery is fine.

Beyond Whitland the *Presely Hills* (see above) are visible to the right. — From (239¼ M.) *Clynderwen* a loop-line viâ (9 M.) *Rosebush* and (17 M.) *Letterston* (coach on Mon. & Sat. to St. David's, p. 228) offers an alternative route to Fishguard (23 M.). — 246 M. *Clarbeston Road*.

From Clarbeston Road to Neyland (*New Milford*), 14½ M., railway in 35-40 minutes. — 5½ M. **Haverfordwest** (*Castle*, R. 4*s*., D. 3*s*. 6*d*.; *Salutation*, R. 3*s*., D. 3*s*. 6*d*., commercial), on the *Cleddau*, with 6007 inhab. and the shell of an old castle. The interesting *Church of St. Mary* contains a good effigy of a pilgrim (16th cent.). Near the river are the ruins of an *Augustine Priory* (E.E.). Haverfordwest was the capital of the Flemish colony settled in Pembroke in 1107 (see p. 223). — About 4½ M. to the S.E. is ***Picton Castle** (order obtained at the estate-office in Haverfordwest), an admirable specimen of the fastness of a Norman baron of the 11th cent., though somewhat marred by modern additions. It lies in the midst of a beautiful park. — Coaches ply from Haverfordwest to (16 M.) *St. David's* (see R. 30), and to (7 M.) *Little Haven* (fare 1*s*. 6*d*.), and a mail-gig to (15 M.) *Fishguard* (fare 2*s*. 6*d*.).

As the train leaves Haverfordwest we obtain good views of the castle and priory to the right. At (10 M.) *Johnston Junction* the line forks, one branch going to *Milford* (4 M.) and the other to (14½ M.) *Neyland*. As we approach the former we see the scanty ruins of *Pill Priory* in a valley to the right.

Milford or **Milford Haven** (*Lord Nelson*), a town with 5101 inhab., lies about 6 M. above the mouth of **Milford Haven*, the 'blessed Milford' of Imogen (*Cymbeline*, III, 2), a splendid harbour, in which the whole English navy could ride securely at anchor. It was formerly a considerable seaport, but the attempts of modern enterprise and capital to revive its importance have hitherto resulted only in a conglomeration of large but deserted docks, quays, and lines of railway. On a building near the station is a tablet recording, in amusingly pompous language,

the visit of George IV. in 1821. Henry VII. landed here in 1485, as Earl of Richmond, on his way to claim the crown. — **Neyland** or **New Milford** (*South Wales Hotel*, R. from 3*s*. 6*d*.) lies a little farther up the Haven, directly opposite Pembroke Dock (p. 227). Steam ferry to Pembroke Dock (Hobbes Point, p. 227) 2*d*., return-fare 3*d*.

Pleasant boating-excursions may be made in *Milford Haven, and its various ramifications explored. In fine weather a boat is the best means of passing from the one Milford to the other; but the road (5 M.) is also not unattractive. The Haven is protected by fortifications.

From Clarbeston Road the express-trains proceed viâ (261 M.) *Fishguard & Goodwick* to (262 M.) **Fishguard Harbour** (*Fishguard Bay Hotel*, belonging to the G. W. R. Co.), where a large harbour has been constructed at great expense in connection with a regular steamer-service to Ireland (see below). The Cunard steamers from New York (see p. xviii) land passengers here before going on to Liverpool. — *Fishguard* (Commercial, R. 2*s*. 6*d*.; Great Western), a small town on a landlocked inlet of *Fishguard Bay*, lies 1¼ M. from the station (hotel-omnibuses), which is at *Goodwick*, a pretty little watering-place.

At *Carreg-Gwastad Point*, 2 M. to the N.W. of Goodwick, a French force of 1400 men landed in 1797, only to be captured by the local militia. The neighbourhood abounds in meinihirion, cromlechs, crosses, and other antiquities. Mail-gig from Fishguard to *Haverfordwest*, see p. 216. From Fishguard we may follow the coast to the N.E. to (7 M.) *Newport* (coach, see p. 216), *Cardigan* (p. 216), etc.

From Fishguard Harbour G. W. R. Co.'s steamers ply twice daily to (62 M.) *Rosslare* (Ireland) in 2¾ hrs.; and once daily (except Sun.) to (105 M.) *Waterford* in ca. 6½ hrs. Steamers of the City of Cork Co. ply every Tues., Thurs., & Sat. to (160 M.) *Cork*.

27. From Hereford to Brecon and Swansea.

Midland Railway from Hereford to (38 M.) *Brecon* in 1¾ hr. (fares 5*s*., 3*s*. 1½*d*.); to (78 M.) *Swansea* in 4 hrs. (fares 11*s*. 4*d*., 6*s*. 5½*d*.). This route traverses much of the finest scenery in South Wales, and a visit to the *Upper Valley of the Wye* (see p. 218) may be combined with it.

Hereford, see p. 189. Near (9 M.) *Moorhampton* a well-preserved portion of *Offa's Dyke* (p. 284) is visible. At (13½ M.) *Eardisley* a line diverges to *Kington*, *Presteign*, and *New Radnor*. Beyond (17 M.) *Whitney* we cross the *Wye* and pass *Clifford Castle*, the traditional birthplace of 'Fair Rosamond' (but comp. p. 446).

21 M. **Hay** (*Crown*, R. 3*s*. 6*d*., D. 3*s*.; *Blue Boar*, R. or D. 2*s*. 6*d*.), an old Norman border-town, with 1680 inhab. and the scanty remains of a castle. The name, like The Hague in Holland, means a hedge or enclosure (French *haie*). The station here is in England (Herefordshire) and the town in Wales (Breconshire). Those who wish to explore the Upper Wye (see p. 218) on foot may begin at Hay; and a pleasant walk may also be taken to the S. across the Black Mts. to (12 M.) Llanthony (p. 205). — 24½ M. *Glasbury* (Maesllwch Arms, 1½ M. from the station). Good view of the Wye Valley.

26 M. *Three Cocks Junction* (Rail. Refreshment Rooms; Three Cocks Inn, ½ M. to the E.) is the junction for the Mid-Wales section

of the Cambrian Railways through the *Upper Valley of the Wye*. To the left rise the *Black Mountains* (p. 205).

From Three Cocks Junction to Moat Lane, 48 M., Cambrian Railways in 2-3 hrs. (fares 6s. 4d., 4s. 8d., 4s.). This line follows the upper course of the *Wye*, the beautiful scenery of which is, however, best explored by the pedestrian. — From (7 M.) *Boughrood* (Boat Inn, Griffin, both primitive) a visit may be paid to (4 M.) *Craig Pwll Du*, or rock of the black pit, below which is a waterfall 25 ft. high. — 9½ M. *Aberedw*, at the mouth of the romantic glen of the *Edw*, with an old church. — 14 M. **Builth** or *Builth Wells* (*Lion*, R. 2s. 6d., D. 3s.; *Crown*), a small town with chalybeate and sulphur springs and the earthworks of a castle. About 2½ M. to the W. is *Cwm Llewelyn*, where Llewelyn, the last native Prince of Wales, was defeated and slain by the English in 1282. — At (16 M.) *Builth Road* (Rail. Rfmt. Rooms) our line intersects the Central Wales Railway (L. N. W.; high level station adjacent) from *Craven Arms* to *Carmarthen* and *Swansea* (comp. p. 220). — 20 M. *Newbridge-on-Wye* (New Inn); 24 M. *Doldowlod*.

20½ M. **Rhayader** (*Lion*, R. 2s. 6d., D. 2s. 6d.; *Royal Oak*, unpretending), a small town beautifully situated on the Wye and surrounded by lofty hills. Since 1901 the lower part of the beautiful **Cwm Elan*, or valley of the *Elan*, 5 M. to the S.W., has been occupied by large reservoirs for the water supply of Birmingham (80 M. distant), which have submerged the sites of Cwm Elan and Nant Gwyllt, two houses once occupied by Shelley. Other reservoirs are to be constructed in the adjoining valley of the *Claerwen*. — The train now leaves the Wye and runs to the N., passing (30½ M.) the town (2769 inhab.) of **Llanidloes** (*Trewythan Arms*, R. 2s. 6d., D. 3s.; *Rail. Rfmt. Rooms*), to (48 M.) *Moat Lane*, where it reaches the line from Shrewsbury to Aberystwyth (see p. 284).

From Rhayader the walker may follow up the *Wye* past (10 M.) *Llangurig* (hotel) to its (18 M.) source on the slopes of *Plinlimmon* (2469 ft.), halfway to Aberystwyth (p. 287). There are few pleasanter walking tours of a week's duration in England than that afforded by a descent of the Wye from the source to the mouth, a distance of 130 M. The lower course, from Ross to Chepstow, is described at pp. 186 *et seq.*

29 M. *Talgarth* (Ashburnham Arms; Tower, R. 2s., D. 2s. 6d.). The Brecon Beacons (p. 219) now come into view on the left. On the same side is *Llyn Safaddan* or *Llangorse Pool*. — 33½ M. *Talyllyn* (Rail. Rfmt. Rooms), junction of a line to *Dowlais* and *Merthyr Tydfil* (p. 209). We now pass through a tunnel, on emerging from which we have a fine view of the *Usk*, with the Brecon Beacons in the background. To the right, as we enter Brecon station, is the *Memorial College*, erected in commemoration of the Nonconforming clergy of 1662.

38 M. **Brecon** or *Brecknock* (*Castle*, R. 4s.; *Wellington*, R. 4s., D. 2s. 6d.-3s. 6d.; *Rail. Rfmt. Rooms*), the capital of *Breconshire* or *Brecknockshire*, is a town of 5875 inhab., charmingly situated in a depression at the confluence of the *Usk* and the *Honddu*. In the *Ely Tower*, a fragment of the old castle, in the garden of the Castle Hotel, took place the famous conference between the Bishop of Ely and the Duke of Buckingham which resulted in the overthrow of Richard III. The top commands a good view of the Beacons. — The **Priory Church of St. John* (open 9-6; keys in the cottage by the N.W. entrance; fee 6d.), a good E.E. and Dec. edifice, with a massive tower, has been well restored by Sir G. G. Scott. Freeman

considers it the noblest specimen of a class of churches not uncommon in Wales, where massiveness of effect is produced by simplicity of construction. It is reached by the bridge over the Honddu, and on the way to it we pass part of the embattled wall of the old priory. — About 1/2 M. beyond the *Llanfaes Bridge*, crossing the Usk, is *Christ College*, with a good E.E. chapel, formerly belonging to a Dominican priory. The house in the High St. in which Mrs. Siddons (1755-1831) was born bears an appropriate tablet. The *Priory Walk*, on the Honddu, and the *Captain's Walk*, on the Usk, are two pleasantly shaded promenades.

An admirable view of Brecon and the Beacons is obtained from the top of Pen-y-Crug, a hill 1 1/2 M. to the N.W. of the town. To reach it we turn to the right beyond the Castle Hotel and pass the (1/4 M.) *Cemetery*. About 1/2 M. farther on, a little beyond the milestone, we take a path leading across a field to *Pen-y-Crug Farm;* passing through the farm-yard, we reach the open hillside and in 10 min. more gain the top, where there are distinct remains of an ancient camp. — Another good point of view is *Slwch Tump*, on the E. side of the town, reached by following Free St. from the station and passing under the line.

Another pleasant object for a short walk is afforded by the Frwdgrech **Waterfalls.** We cross the *Llanfaes Bridge* (see above), at the S. end of the town, and continue in a straight direction, along the Llandovery Road to (1/2 M.) a point where the road forks. We turn to the left and beyond (2/3 M.) *Frwdgrech Lodge* (on the left) cross a bridge, on the other side of which are three roads. We follow that in the centre and reach (3/4 M.) the bridge crossing the stream which forms the falls, one immediately below and the other a little above the bridge. The falls are small, but their setting is pretty.

The twin peaks of the ***Brecknock or Brecon Beacons,** rising 5 M. to the S. of Brecon, are the highest peaks in S. Wales, and among the most gracefully-shaped mountains in the kingdom. The direct route from Brecon to the top takes walkers 3-4 hrs., but driving is practicable to Blaengwdi Farm (see below). As far as (1 1/4 M.) the bridge beyond Frwdgrech Lodge, see above. Here we take the road to the left and ascend to (1 1/2 M.) *Blaengwdi Farm.* Beyond the farm we turn to the right, and 1/3 M. farther on follow a narrow lane to the left, which brings us to the W. part of a shoulder extending to the (1 1/2-2 hrs.) top of ***Pen-y-Fan** (2910 ft.), the loftier peak. — An alternative route from Brecon leads to the left at the turnpike-gate, 1/3 M. beyond the Llanfaes Bridge (see above), and follows the highroad to (2 1/2 M.) *Pant Farm*, beyond which we turn to the right. — Many, however, prefer to ascend from (1 1/4 M.) *Torpantau*, a station on the line to Merthyr (see p. 218), on the S. side of the Beacons, and to descend by one of the above routes. The Beacons, however, do not show to advantage from the S., and the pleasantest part of this route is the descent. — The *View from the top includes the Black Mts. on the E., the Carmarthen Van on the W., and the Valley of the Usk and Llangorse Pool to the N.

Among other points near Brecon are (6 M.) *Llangorse Pool* (p. 218), a great resort of anglers; *Y Caer Bannau*, the old Roman camp of *Bannium*, 2 1/2 M. to the W.; and (9 M.) *Bwlch*, reached by a beautiful walk or drive through the Usk valley, or from (7 M.) *Talybont* station, on the Merthyr line (p. 218). Motor-car to *Crickhowell* and *Abergavenny*, see p. 206.

As the train leaves Brecon we have another beautiful view of the Beacons and the Usk. 40 1/2 M. *Cradoc*, 3/4 M. to the N. of Y Caer Bannau (see above); 42 M. *Aberbran.* — 46 1/2 M. *Devynock* (Usk and Railway; Pont Senny), a pleasantly situated village, at the confluence of the *Senny* and the Usk.

A drive, traversing some of the prettiest scenery in South Wales, and passing from the valley of the *Usk* to that of the *Towy*, may be taken from

Devynock to (12½ M.) *Llandovery* (p. 221), but there is no public conveyance. 3 M. *Trecastle* (Black Horse; Three Horseshoes). Farther on, the road winds through the romantic pass of *Cwm Dwr*, and near Llandovery it crosses the little river *Bran*.

The train now turns to the S. and begins to ascend through a bleak and wild valley. The *Carmarthen Van* rises to the right. Just beyond (57 M.) *Craig-y-Nos* or *Penwyllt*, in the valley below us to the right, lies *Craig-y-Nos*, long the Welsh home of Adelina Patti (Baroness Cedarström), with a large winter-garden and a theatre. Near Penwyllt we cross the watershed and begin the descent into the valley of the *Tawe*. — At (60 M.) *Colbren Junction* the line to Neath (p. 211) diverges to the left. Farther on we have a retrospect of the Carmarthen Van on the right. — 78 M. *Swansea* (St. Thomas Stat.), see p. 212.

28. From Shrewsbury to Llandrindod, Llandovery, and Carmarthen.

101 M. Central Wales Railway (L.N.W.) in 3¾-4¾ hrs. (fares 17*s.* 6*d.*, 11*s.*, 8*s.* 9½*d.*). — Through-carriages run by this route, parts of which are very picturesque, from Manchester and Liverpool to Swansea and Tenby.

Shrewsbury, p. 281. — Thence to (20 M.) *Craven Arms*, junction for Hereford, see p. 193. — 32½ M. *Knighton* (Norton Arms, R. or D. 3*s.*; Swan), 6½ M. to the N. of *Presteign* (p. 217), the county-town of Radnorshire. *Offa's Dyke* (p. 284) passes through Knighton. — At (35 M.) *Knucklas* we quit the valley of the *Teme* and near (19 M.) *Llangunllo* we cross the watershed (975 ft.) between that river and the Wye. — 49 M. *Penybont*, 5½ M. from *Abbey Cwmhir* (see below).

52 M. **Llandrindod Wells** (*Pump House; Rock House*, R. 3*s.*, D. 4*s.*; *Llanerch; Bridge; Plas Winton*, well spoken of, *Montpellier*, *Bryn Awel*, *Ye Wells*, four private hotels), a pleasant and frequented inland watering-place on the *Ithon*, with sulphur, chalybeate, and saline springs. *Spa Grounds* have been laid out adjoining the springs, and there are a small lake for boating and a golf-course. The Ithon affords fair angling.

Fine view from the top of the *Little Hill* (850 ft.), to the E. of the village. Drives may be taken to (10 M.) *Cwmhir Abbey* (Cistercian; 12th cent.), to (12 M.) *Rhayader* (p. 218), to (8 M.) *Builth* (p. 218), etc.

Beyond Llandrindod the train descends to (57½ M.) *Builth Road* (p. 218). For *Builth Wells*, see p. 218. — Farther on we cross the Wye and ascend again. Just beyond (59½ M.) *Cilmery* we pass the glen of *Cwm Llewelyn* (p. 218). — 64½ M. *Llangammarch Wells* (Lake Hotel, R. 4*s.* 6*d.*, D. 5*s.*; Cammarch Arms, R. or D. 2*s.* 6*d.*; Bungalow Private Hotel) has mineral springs characterized by the presence of barium chloride. Golf-course.

68 M. **Llanwrtyd Wells** (**Dolecoed*, at the Wells, 1 M. from the station, R. 4*s.* 6*d.*, D. 5*s.*; *Neuadd Arms*, *Bellevue*, in the village, ⅔ M. from the station; *Askomel Arms*, at the station), another

prettily-situated and rising spa, with sulphur and chalybeate springs, and a golf-course.

Excursions may be made to the top of the *Sugar Loaf* (1000 ft.); to (5½ M.) *Abergwessin* (Grouse Inn), with a handsome modern church; to *Twm Shon Catti's Cave* (see below); to the *Nanthir Ravine;* and to numerous other points in the picturesque environs.

The next bit of the route, as the train ascends to the watershed (830 ft.) between the Wye and Towy, is somewhat bleak and uninteresting, but beyond the *Sugar Loaf Tunnel* (1000 yds. long) we obtain a fine view towards the S. — 75 M. *Cynghordy.*

79½ M. **Llandovery** *(Castle*, in the town; *King's Head)*, a small town on the *Towy*, with 1809 inhab. and the insignificant remains of an old castle. The largest building is the *Welsh Collegiate Institute.* Llandovery is a good centre for excursions in the valleys of the Towy and the *Bran.*

The finest part of the ***Vale of Towy** is above Llandovery, and may be enjoyed by walking or driving to (10 M.) *Ystradffin*, though walkers may with advantage extend their explorations a few miles farther. Near Ystradffin is *Twm Shon Catti's Cave.* — The **Carmarthen Van** (2632 ft.), a mountain second in height and interest among those of South Wales to the Brecknock Beacons alone, may be ascended from Llandovery in 4-5 hrs. A carriage may be taken to (9 M.) *Blaenau*, a farm 4 M. from the top. — From Llandovery to *Devynock*, see p. 219.

From (83½ M.) *Llanwrda* (Vale of Towy Inn) a picturesque drive may be taken to (16½ M.) Lampeter (p. 222), passing (8 M.) *Pumpsaint* and *Dolaucothie*, with remarkable caves, said to be the remains of Roman gold-mines. — 85 M. *Llangadock* (Red Lion) is another starting-point for an ascent of the Carmarthen Van.

90 M. **Llandilo** *(Cawdor Arms; Castle; Rail. Rfmt. Rooms)*, a picturesquely-situated little town with 1934 inhab., is a good centre for excursions. It is one of the three places where, according to tradition, the miraculously multiplied body of St. Teilo was buried (comp. pp. 211, 225). Our line here diverges to the right from the main line to Llanelly and Swansea (see below). The town has given its name to a slate formation well known as the 'Llandilo Flags'.

About 1½ M. to the W. of the town is **Dynevor Castle**, an interesting Norman ruin in a beautiful park (keys kept by the head-gardener). The modern mansion is the residence of Lord Dynevor. The park begins ¼ M. from the town. Spenser places the cave of Merlin 'amongst the woody hills of Dinevowr', 'a little space from the swift Barry' (*'Faëry Queene'*, III, 3). — Excursions may also be made to *Grongar Hill* (p. 222), *Golden Grove* (see below), *Talley Abbey* (a picturesquely situated ruin, 7½ M. to the N.), and *Castell Carreg Cennen* (a finely-placed ruined castle of the end of the 14th cent., 4½ M. to the E.).

From Llandilo to Llanelly and Swansea, 25 M., railway in 1-1½ hr. (fares 4*s.*, 2*s.* 6*d.*, 2*s.*). Most of the stations are unimportant. — 13 M. *Pontardulais* is the junction for the line (G.W.R.) to (7 M.) *Llanelly* (p. 215). The Swansea line (L.N.W.) keeps to the left bank of the Llwchwr estuary and crosses the S. Wales main line at (17 M.) *Gowerton*, whence a branch runs to *Penclawdd* and *Llanmorlais* (p. 213). 20 M. *Killay* (p. 213). From (22 M.) *Mumbles Road* the line runs along Swansea Bay to (25 M.) *Swansea* (Victoria Station; p. 212).

Beyond Llandilo Dynevor Castle is seen to the right. To the left, near (93 M.) *Golden Grove*, is the mansion of that name,

the seat of the Earl Cawdor, where Jeremy Taylor wrote several of his works. The present house is quite modern. To the N. rises *Grongar Hill*, the subject of the poem by *Dyer* (d. 1758).

Farther on we pass the ruins of *Dryslwyn Castle*, to the right. 103 M. *Abergwili*, with the palace of the Bishop of St. David's.

104 M. **Carmarthen** *(Ivy Bush*, R. & B. 6*s.* 6*d.*; *Boar's Head*, R. from 2*s.* 6*d.*, D. 3*s.*; *Rail. Rfmt. Rooms)*, the county-town of Carmarthenshire, is an ancient place with 9935 inhab., on the Towy. It occupies the site of the Roman *Maridunum*. The battlemented wall near the station forms part of the *County Gaol*, which incorporates the remains of the old castle. On the river, near the station, is the *Parade Walk* (reached from Spilman St. by Parade Road), an esplanade commanding a good view of 'winding Towy, Merlin's fabled haunt'. Coracles (see p. 186) may still frequently be seen on the river. — At the end of Spilman St. is the *Church of St. Peter*, a large and handsome Dec. building (restored).

The interior contains some interesting monuments, among which may be mentioned the altar-tomb of *Sir Rhys ap Thomas* (d. 1527) and his wife, on the S. side of the chancel; the memorial of *Lady Anne Vaughan*, with a curious inscription; the monument (near the S. door) of *Bishop Ferrars*, who was burned in the market-place under Queen Mary (1555); and the modern tablet to *Sir Richard Steele*, who is buried in the chapel at the E. end of the S. aisle (see also below).

On the W. side of the town are the *County Lunatic Asylum*, the *S. Wales Training College*, and an obelisk to *Gen. Picton* (d. 1815).

From the Parade a pretty walk known as **Pond Side** leads to the (2 M.) *Gwili* river. We may return by the Conwil road, or go on to *Bronwydd Arms Station* (see below). — Another pleasant walk may be taken to (2 M.) *Llangunnor*, on a lofty site overlooking the Vale of Towy. We cross the bridge, follow the Llandilo road, keep to the left at (1/2 M.) the fork, and then ascend the (1/3 M.) lane to the right. The 'White House' of Llangunnor was the scene of Sir Richard Steele's death in 1729. — Excursions may be made from Carmarthen also to *Grongar Hill* (see above), *Dynevor Castle* (p. 221), and other places in the Towy valley.

From Carmarthen Junction (p. 215) to *Swansea*, *Whitland* (for *Tenby*), etc., see R. 26.

From Carmarthen to Aberystwyth, 56 M., G. W. Railway in 2-3 hrs. (fares 9*s.* 6*d.*, 4*s.* 8*d.*). This line, diverging to the left from the railway to Llandovery and ascending the pretty valley of the *Gwili*, traverses an uninteresting district, but it forms the most direct route from Swansea, Tenby, etc., to Aberystwyth. 3 1/2 M. *Bronwydd Arms.* — From (14 1/2 M.) *Pencader* a branch-line runs viâ (3 1/2 M.) *Llandyssil* (Porth Hotel, pens. 10*s.* 6*d.*; Rail. Rfmt. Rooms) to (10 1/2 M.) *Newcastle Emlyn* (Salutation, R. or D. 2*s.* 6*d.*; Emlyn Arms, R. 3*s.*, D. 2*s.* 6*d.*). From Newcastle Emlyn coaches run thrice daily to Cardigan (see p. 216) and once daily to (2 hrs.) *Aberporth*, and from Llandyssil a motor-car runs twice daily to (1 2/3 hr.; fare 2*s.*) *New Quay* (p. 216). — At (16 1/2 M.) *New Quay Road* we enter the valley of the *Teifi*.

27 1/2 M. **Lampeter** (**Black Lion*, unpretending), a clean little agricultural town with 1722 inhab., owes much of its prosperity to *St. David's College*, the oldest of the Welsh colleges. It is now attended by about 120 students, and there is a good school in connection with it. The library of 40,000 vols. is rich in theological, historical, and classical works, and contains some MSS. A large horse-fair is held at Lampeter annually on May 8th. There is a British Camp 1 1/2 M. from Lampeter, and a Roman Camp a little farther on. — A motor-car (fare 1*s.* 9*d.*) plies thrice daily to the W. from

Lampeter to (13 M. in 1½ hr.) *Aberayron* (Royal Feathers), whence another motor-car (fare 2*s.* 3*d.*) runs daily to the N. by the coast-road to (16 M. in 2 hrs.) *Aberystwyth* (p. 287). A road leads to the E. from Lampeter to (8½ M.) *Pumpsaint* and (21 M.) *Llandovery* (p. 221).

To the left, at (30 M.) *Derry Ormond*, is a lofty view-tower on a hill. About 2 M. to the S.E. of (35 M.) *Pont Llanio* is *Llanddewi-Brefi*, with an interesting church, where St. David is said to have held a synod in the 6th cent. to take measures for checking the Pelagian heresy. — 37 M. *Tregaron*, 4 M. to the W. of which is *Llangeitho*, with a statue of the Rev. Daniel Rowlands (d. 1790).

42 M. *Strata Florida*, the station for Strata Florida Abbey (12th cent.), which lies 3 M. to the E. The Abbey, the name of which is a Latinized form of *Ystrad Flûr*, or plain of the Flûr, is an almost effaced ruin, with only one late-Norman arch remaining, but excavations have laid bare the ground-plan and brought to light some fine pavements, tombs, and other interesting architectural details. About 3 M. beyond the Abbey, in a hollow amid bleak and desolate moorland, are the *Teifi Pools*, where the Teifi takes its rise.

The train now crosses the watershed between the Teifi and the *Ystwyth*, and descends into the prettily-wooded valley of the latter. 50 M. *Llanilar*, with an interesting church. 53 M. *Llanrhystyd Road*. As we approach Aberystwyth we have a view of the sea and town to the left.

56 M. *Aberystwyth*, see p. 287.

29. From Whitland to Tenby and Pembroke.

27 M. Great Western Railway to (16 M.) *Tenby* in ¾ hr. (fares 2*s.* 8*d.*, 1*s.* 4*d.*); to (27 M.) *Pembroke Dock* in 1¼ hr. (fares 4*s.* 6*d.*, 2*s.* 3½*d.*). — Through-carriages from London to Tenby and Pembroke are attached to the morning-express from Paddington.

Whitland Junction, see p. 216. The train now enters *Pembrokeshire*, a county which has acquired the name of a 'Little England beyond Wales' owing to the fact that it is mainly peopled by the descendants of a colony of Flemings settled here by Henry I. (in 1107; comp. p 216). To this day they have preserved their distinctive character, and little or no Welsh is spoken in the county to the S. of Haverfordwest. Visitors should note also the peculiarly massive church-towers that are characteristic of Pembrokeshire, and they will find much to interest them in its numerous fine castles. So many 'Ogham' inscriptions have been found in Pembrokeshire (on Caldy, p. 224; at Treffgarne, etc.), that it has been supposed that this character originated here. — 5 M. *Narberth* (De Rutzen Arms; Angel), a market-town with a ruined castle.

About 4 M. to the N.W. of Narberth is Llawhaden Castle, long a residence of the Bishops of St. David's. It owes its ruinous condition to Bishop Barlow, who stripped the lead from its roof (1536-49). The chief feature of the ruins is the gateway. — *Llawhaden Church* is also interesting.

12 M. *Saundersfoot* (Cambrian, R. from 1*s.* 6*d.*, D. 2*s.*; Hean Castle), a little seaport 1¾ M. to the S. of the station (omn. 6*d.*), is frequented as a bathing-resort and has a good sandy beach. The environs are picturesque and full of pleasant objects for excursions. On the way from the station to the village is the interesting old *Church of St. Issel.*

16 M. **Tenby.** — Hotels. *Royal Gate House, R. or D. 4*s.*; Royal Lion; Cobourg, a comfortable family house, R. 4*s.*, D. 4*s.*; these three near each

other, with views of the sea; IMPERIAL, D. 3*s.* 6*d.*, near the Esplanade; PEMBROKE'S, High Street. — *Boarding Houses* and *Lodgings*. — Hotel-omnibuses meet the trains.

Steamers ply in summer to *Bristol* (5½ hrs.; return-fare 6*s.* 6*d.*), *Milford*, *Ilfracombe* (2¼ hrs.), etc.; also to *Wexford* (12 hrs.; 15*s.*). — *Rowing Boat* with one man, 1*s.* 6*d.* per hr., 9*d.* each addit. ½ hr.; *Sailing Boat*, with two men, 2*s.* and 1*s.*

Cab with one horse, first hour 2*s.* 6*d.*, each addit. ¼ hr. 6*d.*; with two horses 3*s.* and 7½*d.*; per mile 1*s.* or 1*s.* 6*d.*, each addit. ½ M. 6*d.* or 9*d.*

Tenby, a small town with 4400 inhab., is finely placed upon a bold rocky promontory, jutting out between two beautiful sandy bays and towering to a considerable height above them. The sands are smooth, firm, and extensive, the climate is mild and equable, and the coast-scenery in the neighbourhood is of a high order. The neighbourhood is 'the prince of places for a naturalist', and even those who have no claim to this title will find much to interest them in Mr. Gosse's 'Tenby: a Seaside Holiday'.

The long and lofty wall, with its towers and gateways, known as the 'Arches' and passed on the way from the railway-station, is a remnant of the town-fortifications as strengthened to resist the threatened attack of the Armada in 1588.

The *Parish Church of St. Mary*, in the principal street, is an E.E. edifice (1256), with Perp. and modern alterations. Its chief external feature is the lofty spire (150 ft.).

The interior contains some interesting monuments, of which may be mentioned the old tombs, with effigies, to the E. and W. of the N. door (14th and 15th cent.); that of the wife of *Thomas ap Rhys*, in the N. aisle of the chancel; and that of *Thomas White* (d. 1482), mayor of Tenby, who helped the Earl of Richmond (Henry VII.) to escape after the battle of Tewkesbury. A good effect is produced by the unusual elevation of the chancel above the rest of the church.

At the end of the headland on which the town lies are the insignificant ruins of *Tenby Castle* and a *Statue of Prince Albert*. A band plays here in summer, and the promenade affords a good view. Here, too, is the *Tenby Museum* (adm. 6*d.*), with a collection illustrating the natural history (fine shells) and geology of the neighbourhood, and containing some mementoes of the French landing at Fishguard (p. 217). Below is the *Victoria Pier*. — The real geological ending of the promontory is the detached *St. Catharine's Rock*, on which is a dismantled fort. The coast on both sides is still defended by martello towers. — Tenby is the best headquarters for exploring the S.W. corner of Wales, and a few of the favourite excursions are given below. Good walkers should visit a part at least of the fine coast between Tenby and St. Gowan's Head.

The charming little cove to the N. of the point is known as *Tenby Roads*, while the larger sweep to the S. is called the *South Sands*. *Giltar Point* bounds the latter on the S., and commands a splendid view of the bold rocky coast to the W. and of the island of *Caldy* (lighthouse and Roman Catholic monastery). The direct route to it across the sands is 1¼ M. long; but for the sake of a gentler ascent we may approach from the landward by following the railway as far as the *Black Rock* (at the bridge) and then bearing to the left across *Penally Burrows* (golf), leaving the village of *Penally* to the right.

From Tenby to Penally. By the path along the railway the distance is about 1¼ M., by the road 2 M. The latter, the 'Marsh Road', runs to the W. at first for about 1¼ M., and then ascends to the S. (left) past a white farm-house. At the next fork also we keep to the left. **Penally** *(Crown Inn)*, a pretty little village, with a restored church containing an altar-tomb of the 13th cent. and a Norman font, is one of the three alleged burial-places of St. Teilo (see pp. 211, 221). — On the way to Penally we may digress to visit the cave called **Hoyle's Mouth** (a light desirable). We diverge from the road to the right ¼ M. beyond the Marsh Bridge, pass through the (⅓ M.) second gate on the left, and ascend by the indistinct path straight up (*not* the well-marked track to the left) to the (1 min.) cave, the mouth of which is hidden among the trees.

From Tenby to Saundersfoot, 3-4 M. Good walkers should go by road and return by the cliffs; the walk may be shortened by taking the railway (p. 223). — By Road. Just outside the town, walkers may save ¼ M. by following the old road to the right, which rejoins the new road about 1 M. from Tenby. After 1 M. more we keep to the right. — By the Cliffs. We follow the path from the gas-works to (1 M.) *Waterwinch*, and then skirt the top of the cliffs. The best view is obtained from the high ground at the base of the *Monkstone Promontory*, 1¼ M. beyond Waterwinch

To Carew Castle, 6½-8½ M. The shortest road (6½ M.) leads via (1¾ M.) *Gumfreston*, with an interesting church, but the pleasantest (8½ M.) follows the *Ridgeway*, a range of low hills running parallel with the railway from Penally to Pembroke. *Carew Castle (pron. *Carey;* adm. 3*d.*) is a picturesque and fairly-preserved ruin, on a creek of Milford Haven. It is of different dates, the oldest part being apparently that adjoining the gate-house (early 12th cent.). In the village *(Carew Inn; Castle Inn)*, near the castle-entrance, is an ancient *Cross*, 14 ft. high, supposed to be Saxon or Danish. The *Church*, ½ M. to the S., is a Dec. structure, with a Perp. tower. The nearest railway-station is (4 M.) *Lamphey* (p. 226). — On the opposite bank of the creek on which Carew stands is *Upton Castle*, a smaller and less interesting ruin.

Cliff Walk from Tenby to Lydstep Caverns and Manorbier, 8 M. — Those who have already visited Giltar Point (p. 224) may save a little by following the road to Lydstep, though the walk over the cliffs, passing another bold headland named *Proud Giltar*, is fine. By road we pass through (2 M.) *Penally* (see above) and continue to follow the main (lower) road to (1¾ M.) the village of *Lydstep* (inn), shortly before reaching which we have a fine view of the coast to the left, with the lofty rocks at the W. end of Lydstep Bay, and Lydstep House nestling among the trees in the corner. At the far end of the village we turn to the left and descend to (3 min.) the lodge of Lydstep House. Passing through the gate, we turn to the right over the grassy hill and almost immediately come in sight of *Lydstep Cove*, with a cottage where light refreshments may be obtained in summer. The **Caverns* are to the right and left of this cove; with the exception of the 'Smugglers' Cave', which has a landward entrance, they are inaccessible except at low water (see tide-tables in the 'Tenby Observer'). — We now make our way to the top of the cliffs, and follow them to (3 M.) Manorbier. There is a more or less distinct path nearly all the way, and stiles over the walls and fences. The cliff formations are very fine, and the transition from the limestone to old red sandstone is well marked. On (1¾ M.) *Old Castle Head* is a clearly-defined cliff-castle. Beyond this we continue to follow the shore-line, passing some curious *Fissures* in the cliffs, formed by the falling in of caves, and finally descend past a *Cromlech* to (1¼ M.) *Manorbier Bay*. On the left side of the cove, at a little distance from the sea, stands **Manorbier Castle* (adm. 3*d.*; when two flags are flying, 6*d.*), a large and good example of a feudal stronghold, dating chiefly from the 12-14th centuries. The ruined tower adjoining the gate-house and the square building with the large hall are supposed to be early Norman. Part of it has been fitted up as a modern residence. *Giraldus Cambrensis*, the chronicler, born in the castle in 1146, was a member

of the De Barri family to which it then belonged. *Manorbier Church*, on the opposite slope of the bay, is a curiously irregular building, with a Norman nave. It contains a monument of the De Barri family (see above). The village of *Manorbier* (Lion Hotel) lies above the castle, a little more inland. — From Manorbier good walkers may continue their route along the coast to (8 M.) *Stackpole* and (3 M.) *St. Gowan's Head* (see p. 227). The railway-station of Manorbier (see below) lies 1 M. to the N. of the village.

Excursion-brakes ply in summer from Tenby to (14 M.) *Stackpole Court*, (17½ M.) *St. Gowan's Chapel*, and (20½ M.) the *Stack Rocks* (fare 5*s.* 6*d.*), but these places may be more easily visited from Pembroke. — *Lamphey Palace* (see below) may be reached by railway or by driving along the Ridgeway (8 M.). — A boating excursion may be made to *Caldy Island* (p. 224). — Other places of interest within easy reach are *Narberth Castle* (p. 223), *Llawhaden Castle* (p. 223), *Pembroke* (see below), and *Milford Haven* (p. 216), while *St. David's* (p. 228) may be visited by spending one night there and taking the mail-cart (see p. 228).

As the train leaves Tenby we have a view to the left of Giltar and Caldy Island. Beyond (17 M.) *Penally* (p. 225) the line runs through an unattractive district, bounded on the N. by the Ridgeway. 20 M. *Manorbier*; the village (see above) lies 1 M. to the S. — At (24 M.) *Lamphey* are the ruins of Lamphey Palace (see below), a former residence of the Bishops of St. David's (p. 228).

On leaving the station we turn to the left, and after 100 yds. reach an iron swing-gate admitting to the grounds of *Lamphey Court*, in which the ruins lie. We follow the path, which soon joins the drive, and pass through (5 min.) an old archway, beyond which we have a lofty garden-wall to our right. At the end of this is a gate to the right (*not* the door in the wall), through which we pass and proceed to another gate, admitting to the ivy-clad ruin. The principal remains are the *Chapel*, with a good Perp. window, and the *Hall*, with an arcade like those at Swansea Castle and St. David's Palace, all three being ascribed to Bishop Gower (1335). — About 1½ M. to the S.E. of Lamphey station is *Hodgeston Church*, the Dec. chancel of which also is said to have been built by Bishop Gower.

25¼ M. **Pembroke** (*Lion; King's Arms*, R. 1*s.* 9*d.*, D. 2*s.* 6*d.*, both near the castle), a meanly-built town with 15,853 inhab. (incl. Pembroke Dock), consists mainly of one street, fully ½ M. long, with the rail. station at one end and the castle at the other.

The *Castle (adm. 6*d.*; key kept by the saddler nearly opposite the Lion) is externally one of the finest ruins in Wales, but inside is inferior to Beaumaris and Carnarvon. It was originally built by Arnulf de Montgomery at the end of the 11th cent., but the buildings of the outer ward were not added till the 14th century. Henry VII. was born at Pembroke Castle in 1456. In the Civil War it was taken by Cromwell after a siege of six weeks. The *Gateway*, with its slender flanking turrets, is very imposing as seen from the inside; and the *Great Hall* has a fine roof. At the other end is the massive and lofty Norman *Keep*, with a domed roof. Climbers may ascend the staircase with the aid of a rope, and will be repaid by the *View from the top. From the hall a flight of steps descends to a huge cavern in the living rock, one of the most striking features of the castle. A good view of the ivy-draped ruins is obtained from the bridge, on the road to Pembroke Dock. A walk has also been formed round the exterior of the castle, skirting the inlet of Mil-

ford Haven on which it stands and passing the mouth of the cavern mentioned on p. 226.

Monkton Priory, an ancient Norman structure on the hill opposite the castle, somewhat resembles Dorchester Abbey (p. 234). The Dec. choir, now roofless, formed the monks' church. To reach the priory from the castle we cross Monkton Bridge (to the S.) and ascend to the right.

Pembroke is the nearest railway-station to *Stackpole Court*, *St. Govan's Head*, and the *Stack Rocks* (comp. p. 226). The total round, returning by the direct road from the last, is about 17 M. Parties should take luncheon with them, as no inns are passed. — From the station the road leads to the S., passing *St. Daniel's Church*, on the top of the ridge, to (3 M.) the entrance to the park of **Stackpole Court**, the seat of Earl Cawdor, containing a few good pictures and a 'hirlas horn' (p. 310). The house is not shown, but the well-timbered park and fine gardens are open to visitors. [A slight détour may be made, before the park is entered, to *Cheriton Church*, which lies a little to the N.] Beyond the house our road turns to the right, and then, 1 M. farther on, to the left. 1 M. *Bosherston Church*, with an old cross in the churchyard. — About 1 M. to the S. of Bosherston, and 7½ M. from Pembroke, is ***St. Gowan's** or **St. Govan's Head**, a bold limestone promontory rising 160 ft. above the sea. In a narrow chasm by which the headland is intersected is perched *St. Gowan's Chapel*, which tradition connects with the Arthurian knight Gawain. The present chapel can scarcely be earlier than the 13th century. About ⅓ M. to the W. of St. Gowan's is the *Huntsman's Leap*, a deep and narrow fissure in the cliff, which gets its name from having been cleared by a fox-hunter, who, as the story goes, died of retrospective alarm! A little farther on is *Bosherston Mere*. — The ***Stack Rocks**, two columnar masses of limestone, standing about a stone's throw from the mainland, are 2½ M. farther to the W. Just on this side of them is the ***Cauldron**, a huge and magnificent chasm, which the sea enters by a natural arch. In summer the Stacks are covered with myriads of eligugs (a species of auk), puffins, and other sea-birds. The whole of this part of the coast is fine, and good pedestrians may follow the line of the cliffs to (8 M.) *Angle*, on Milford Haven. All are recommended to go as far as the *Wash*, an inlet ½ M. to the W. of the Stacks. — The direct road from the Stack Rocks to (6½ M.) Pembroke leads by *Warren* and *Monkton* (see above).

The road from Pembroke to (2 M.) *Pembroke Dock* (see below) crosses the bridge on the N. side of the castle and runs in a N.W. direction.

From Pembroke excursions may be made also to *Carew* (p. 225), *Lamphey* (p. 226), *Milford Haven* (p. 216), etc.

On leaving Pembroke we have a good view of the castle to the left just before the train plunges into a tunnel. — 27 M. **Pembroke Dock** or **Pater** *(Bush; Edinburgh)*, a Philistine-looking town with 8-10,000 inhab., depends solely on its dockyard for interest as well as existence. From the station we reach the (½ M.) entrance by following the street leading to the main street and then turning to the left. Visitors are conducted over the **Dockyard*, which covers 90 acres and employs 1800 men, by a policeman (fee discretionary); it is closed from 12 to 1.15 p.m.

Those who wish to cross to Milford Haven turn to the left on leaving the dockyard and walk along the wall, passing the *Hut Encampment*, to *Hobbes Point* (ferry 2*d.*).

A fine view of the *Milford Haven* (p. 217), is obtained from the *Barrack Hill*, at the top of which is a fort.

30. From Haverfordwest to St. David's.

16 M. Coach between Haverfordwest and St. David's thrice a week (Tues., Thurs., and Sat.) in summer, leaving the former about 2.30 p.m. and the latter about 7 a.m. (fare 2*s.* 6*d.*, outside 2*s.*). A Mail Cart also runs daily (starting at 6.30 a.m.) in connection with the London mails (fare 5*s.*; return 7*s.* 6*d.*).

The very hilly road from Haverfordwest (p. 216) to St. David's traverses a bleak and somewhat uninteresting district. 4 M. *Keeston Hill* (inn). — 2½ M. *Roch Castle*, a conspicuous tower, ½ M. to the right of the road, was built in the 13th cent. by Adam de Rupe, and has recently been restored and rendered habitable by Lord St. Davids. The deep valley which it overlooks forms the W. boundary of 'Little England' (p. 223); beyond this we are again in a purely Celtic district. We now enjoy a good view of *St. Bride's Bay*, while the retrospect also is fine. — From (2½ M.) *Newgale Bridge* (inn) the road skirts the coast nearly all the way to St. David's. About 1½ M. farther on, to the left, is a tumulus marking the site of *Poyntz Castle*, a moated grange of St. David's. — 2 M. *Solva* (Cambrian Hotel, R. 2*s.*, D. 2*s.* 6*d.*), a pretty little seaport at the mouth of the *Solva* river, with a tidal harbour.

16 M. **St. David's** (*Grove*, pens. 2½-3½ *gs.*; **City*, R. 2*s.* 6*d.*, D. 3*s.*, to the N.), the ancient *Menapia* or *Menevia*, is situated on the brook *Alan*, 1½ M. from the sea, at the extreme W. point of the S. Welsh peninsula, and in the midst of a strikingly desolate and out-of-the-world district. It has been the seat of an episcopal see from the close of the 6th cent., and is thus nominally a city, though in fact it is merely an irregularly-built village with about 1000 inhabitants.

A lane known as the 'Popples' leads from the city *Cross* to the main gateway of the *Cathedral Close*, flanked by an octagonal tower and a round bastion, beyond which we suddenly obtain a *View of the cathedral and its associated buildings, situated, like two other Welsh cathedrals (pp. 210, 308), in a hollow.

The ***Cathedral of St. David**, the most important and interesting church in Wales, is in its present form substantially a Transitional Norman building (comp. Introd.), though subsequent additions and alterations have stamped a late Dec. character on its exterior. The foundation of the see and of a monastery (now vanished) is ascribed to St. David (d. ca. 601), the patron saint of Wales, who is sometimes said to have been born among the cliffs of St. Bride's Bay (see above). The church he erected has, however, completely disappeared. In 1180 *Bishop Peter de Leia* began to rebuild the cathedral after it had 'beene often destroyed in former times by Danes and other pyrats, and in his time was almost quite ruinated'. The transepts and choir of Leia's church were destroyed by the fall of the tower in 1220 and rebuilt between that date and 1250. The E. E. Lady Chapel, completing the present ground-

plan, was added in 1290–1328. Various alterations were made in the Dec. period by *Bishop Gower* (1328–47; comp. below and p. 226), the 'Menevian Wykeham' (comp. p. 78), who raised the walls of the aisles, inserted Dec. windows, and added a stage to the tower, the uppermost story of which is Perp. (ca. 1520). The W. front was rebuilt with little judgment at the end of the 18th cent., but has, with the rest of the edifice, been skilfully restored by Sir G. G. Scott (1862–78) and his son. The restoration of the Lady Chapel, roofless for 130 years, was completed in 1901. — *Archbishop Laud* was Bishop of St. David's from 1621 to 1626, and *Connop Thirlwall*, the historian of Greece, from 1840 to 1874.

As a whole the **Exterior** is not very imposing, though considerable variety of outline is given by the chapels at the E. end and the lofty erection adjoining the N. transept. The S. side, with its porch, is superior to the N. side, which is somewhat disfigured by heavy buttresses, rendered needful by the unsafe condition of the walls. The principal dimensions are as follows: total length 290 ft.; length of transepts 120 ft.; breadth across nave and aisles 70 ft.; height of nave 48 ft.; height of tower 126 ft. English services are held on Sun. at 11 a.m. and 3.30 p.m. and on week-days at 8.30 a.m. and 4 p.m.; Welsh services on Sun. at 9.30 a.m. and 6 p.m. and on Wed. at 7 p.m. We enter by the *South Porch*. The nave is open free daily, 9-1 and 2-6; the E. parts of the church are shown by the verger (a.m. 6*d*.); ascent of the tower, 6*d*.

The **Interior** is much more richly decorated than the exterior, and the predominant reddish colour of the stone produces a warm and pleasing effect. The general effect of the NAVE (1176–98) 'is extremely striking from the remarkable richness of the architecture, and especially from its great multiplicity of parts; characters sufficiently marked to have been conspicuous anywhere, but which are the more strongly forced on the eye from their utter contrast with the rugged and weather-beaten aspect of the church without' (*Jones & Freeman*). In this respect it differs strongly from any other Norman nave in the country, and some of the massive solemnity characteristic of a Norman interior has been sacrificed to the desire for variety. The arrangement of the triforium and clerestory is unusual, and their ornamentation very rich and varied. The fretwork *Roof*, added in the Perp. period (ca. 1500), harmonizes wonderfully well with the Norman work below. The original builders contemplated a vaulted roof, and the shafts to support it are still *in situ*.

From the aisles we enter the TRANSEPTS by Norman doorways instead of arches. The W. walls of the transepts seem to be part of the original church, while the rest dates from after the accident of 1220 (p. 228), with later alterations. They offer a good exhibition of 'a peculiar form of incipient Gothic, found in this church and several others in South Wales and the West of England.' In the N. transept is a structure conjectured to have been the pedestal supporting the *Shrine of St. Caradoc* (d. 1124). — Attached to the E. face of the N. transept is a singular building, originally erected after 1220 as a *Chapel of St. Thomas*, and now used as the *Chapter House* and *Vestry*. It contains a beautiful E. E. piscina. It is in three stories, the second and third having been originally the chapter-house and the treasury.

The *Lantern* in the interior of the *Tower* is formed by four fine Transitional arches, of which three are pointed and one (to the W.) circular. The roof is Decorated. The space below the tower forms the greater part of the ritual CHOIR, which is separated from the nave by an elaborate *Rood Screen*, erected by Bishop Gower (1328–47), who is buried in one of its canopied recesses. The *Stalls* and *Bishop's Throne* date from the second half of the 15th century.

To the E. of the ritual choir, and separated from it by a wooden parclose or screen, is the PRESBYTERY (1220–48), which is similar in gen-

eral style to the nave, except that the advance towards the E.E. style is indicated by the substitution of pointed for circular arches. The E. end contains two tiers of lancet windows, the lower of which are filled with mosaics, by Salviati of Murano. On the N. side of the presbytery is the pedestal which supported the *Shrine of St. David* (d. 601), an E.E. structure. Opposite is the monument of *Bishop Anselm* (d. 1247), and in the middle that of *Edmund Tudor* (d. 1456), father of Henry VII.

Adjoining the presbytery on the E. is *Bishop Vaughan's Chapel*, a good Perp. structure of the beginning of the 16th century. In its W. wall, at the back of the high-altar, is a curious recess with a pierced cross. Beneath this is an equal-armed cross, in relief, which may be a relic of the church that preceded Bp. de Leia's (see p. 228). The chapel is bounded on the E. by a solid wall, and is entered from the aisles of the presbytery. It would seem that the space between the E. end of the presbytery and the vestibule of the Lady Chapel (see below) was open to the sky, until appropriated by Bishop Vaughan for this chapel. It is obvious that the aisles of the presbytery have also been lengthened towards the E.

The *Lady Chapel* (1290-1328), which has been practically rebuilt, is approached by an antechapel with a fan-vaulted roof. On the S. side of it is the tomb of its founder, *Bishop Martyn* (d. 1328). The chapel on the S. side of the Lady Chapel has been partly restored; that on the N. side is still roofless.

To the N. of the nave of the cathedral are the ruins of *St. Mary's College*, built by Bishop Houghton (1362-89), the most prominent feature being the tall slender tower of its chapel. The space between the college and the cathedral was occupied by a cloister attached to the former. — To the W. of the cathedral, on the opposite bank of the Alan, are the picturesque and extensive remains of the *Episcopal Palace, built by *Bishop Gower* (p. 229) about 1347. The most prominent feature is the beautiful arcaded parapet, of which we have already seen foreshadowings at Swansea (p. 212) and Lamphey (p. 226). The *Great Hall* has a fine porch and rose-window, and the *Chapel* also remains. The chief *Domestic Apartments* are on the E. side of the quadrangle. The whole place stands on a series of vaulted crypts. Freeman considers it to be altogether unsurpassed by any existing English edifice of its own kind. — The fortified *Wall*, enclosing the cathedral-precincts, is also attributed to Bishop Gower, and may be traced throughout nearly its whole extent. The only remaining gateway is mentioned at p. 228.

The **Cliffs** near St. David's, though not remarkable for their height, are picturesque and varied in outline. Among the most interesting points are *St. David's Head* (100 ft. above the sea), a spur of *Carn Llidi*, 2½ M. to the N.W., cut off from the mainland by an ancient stone fortification; the ruined *Chapel of St. Non*, the mother of St. David, due S. of the city; and *Capel Stinan* (2 M. due W.), built by Bishop Vaughan (1509-22), on the site of an ancient pilgrimage-chapel dedicated to St. Justinian, the confessor of St. David. Above *Whitesand Bay*, about 1 M. to the N.W. of St. David's, are golf-links (1s. per day). — Off the coast lies the island of *Ramsey*, a great resort of woodcocks in October. To the W. lie the *Bishop and his Clerks*, a group of rocks of which Fenton ('History of Pembrokeshire', p. 126), quoting George Owen (16th cent.), says that they 'preache deadly doctrine to their winter audience, such poor seafaring men as are forcyd thether by tempest; onlie in one thing they are to be commended, they keepe residence better than the rest of the canons of that see are wont to do'.

31. From London to Oxford.

a. Great Western Railway viâ Maidenhead and Didcot.

63½ M. Railway from *Paddington Station* in 1¼-2¾ hrs. (fares 10*s.* 6*d.*, 6*s.* 8*d.*, 5*s.* 3½*d.*). This is the quickest route to Oxford.

From London to (24 M.) *Maidenhead* and (53 M.) *Didcot*, see R. 15. The Oxford branch here diverges to the right from the main line of the G.W.R., traverses a fertile and pleasing district, and crosses the *Thames* (or *Isis*), of which many beautiful views are obtained. From (56 M.) *Culham*, with a training-college for schoolmasters, a visit may be paid to Dorchester (see p. 234). We now recross the Isis, pass *Nuneham Park* (p. 233), and once more cross the river. — 58½ M. *Radley*, with an interesting church.

Radley is the junction of a line to (2½ M.) Abingdon (*Crown & Thistle*, R. 3*s.* 6*d.*, D. 3-5*s.*; *Queen's*, R. 3*s.* 6*d.*; *Nag's Head*), a town of 6480 inhab., with a busy trade in corn. Few remains are left of the *Abbey*, once of considerable importance. *St. Helen's Church* is a large edifice, with a fine spire; and *Christ's Hospital*, an old almshouse, has interesting features. *Cumnor Hall* (p. 257), 5 M. to the N., was originally a seat of the Abbots of Abingdon.

Beyond Radley the train again crosses the Isis. *Bagley Woods* are seen to the left, and farther on *Iffley* is passed on the right. As we approach Oxford we have a fine view of the city, with its towers and spires, to the right. — 63½ M. *Oxford*, see p. 238.

b. Great Western Railway viâ Beaconsfield and High Wycombe.

56 M. Railway from *Paddington Station* in 2-2½ hrs. (fares as above). — High Wycombe may be reached also from *Marylebone Station* (Great Central Railway) by a line joining the following at Northolt Junction; 30 M. in 36 min.-1½ hr. (fares 4*s.*, 2*s.* 6*d.*, 2*s.*).

Beyond (1¼ M.) *Westbourne Park* and (5¾ M.) *Ealing Broadway* (see *Baedeker's London*) we diverge to the right from the G. W. main line. — 7¾ M. *Greenford*, served also by railway motor-cars from Willesden Junction viâ *North Acton* and *Twyford Abbey*. At (9½ M.) *Northolt Junction* our line is joined by that from Marylebone Station (see above). — 14¾ M. *Denham* is the station for *Harefield*, 2 M. to the N., the scene of Milton's 'Arcades'. Branch (railway motor-cars) to (2¾ M.) *Uxbridge*. 17½ M. *Gerrard's Cross*. — 21½ M. **Beaconsfield** *(Railway Hotel)*. Near the (¾ M.) quaint little town *(Saracen's Head; White Hart)* are *Gregories* (now Butler's Hall), a house once occupied by Edmund Burke (d. 1797) and *Hall Barn*, the residence of Edmund Waller (d. 1687). Burke lies buried in the church (memorial tablet) and Waller in the churchyard. Benjamin Disraeli, Earl of Beaconsfield, lived at Hughenden, 3 M. to the W. (see p. 232). — 26½ M. **High Wycombe** *(Red Lion*, R. 4*s.*, D. 3*s.* 6*d.*; *Falcon)*, a town with 15,532 inhab. and manufactories of paper and beechwood-chairs. The *Parish Church* is a large and handsome building. The *Guildhall* contains a portrait by Van Dyck. In the vicinity are a Roman villa and a Saxon camp known as *Desborough Castle*.

About 2 M. to the N. lies *Hughenden Manor*, seat of the Earl of Beaconsfield from 1847 till his death in 1881. The Earl is buried in the village-church, where a monument was erected to him by Queen Victoria.

From High Wycombe to *Maidenhead*, see p. 113.

29 M. *West Wycombe* has a remarkable church in a 'classical' style, on the top of a steep hill pierced with curious subterranean passages (keys of both in the village). The church of *Bradenham*, 1½ M. to the N., retains an ancient Saxon doorway. Benjamin Disraeli, whose parents are buried in the church, spent his youth at *Bradenham House*. — 31½ M. *Saunderton*. — 34½ M. *Prince's Risborough* (George; Wheatsheaf), a small town amid the *Chiltern Hills*, named from an old castle (now vanished) of the Black Prince. On one of the hills is a curious old *Cross*, cut in the turf, and said to commemorate a victory of the Christian Saxons over the Danes.

Branch-lines diverge from Risborough to (9 M.; left) *Watlington* and to (7 M.; right) *Aylesbury* (p. 391).

40½ M. *Thame* (Spread Eagle; Swan), with an old church, where John Hampden died in 1643. Near (48 M.) *Wheatley* is *Cuddesden Palace*, the residence of the Bishop of Oxford. — 56 M. *Oxford*, see p. 238.

c. London and North Western Railway.

78 M. Railway from *Euston Station* in 1¾-2¾ hrs. (fares as above). — Verney Junction (see below) may be reached also from *Baker St. Station* (Metropolitan Railway) 50½ M. in 2-2¼ hrs. (fares 7*s.* 10*d.*, 3*s.* 11*d.*), viâ Harrow, Rickmansworth, and Aylesbury (comp. pp. 393-391).

From London to (47 M.) *Bletchley*, see R. 36. The Oxford line here diverges to the left. — 55½ M. *Verney Junction*.

From Verney Junction to Banbury, 22 M., railway in 50 min. (fares 3*s.* 10*d.*, 2*s.*, 1*s.* 9½*d.*). The chief intermediate station is (17 M.) **Buckingham** (*White Hart; Swan*), a lace-making town with 3151 inhabitants. Near the town begins a magnificent avenue of elms, 2 M. long, leading to *Stowe*, the princely seat of the Baroness Kinloss. The pleasure-gardens, in the taste of last century, have been deservedly commemorated by Pope (no admittance). — 22 M. *Banbury*, see p. 257.

65½ M. *Bicester* (King's Arms), a small town with an old priory-church; 72 M. *Islip* (Swan), birthplace of Edward the Confessor (b. 1004). — 78 M. *Oxford*, see p. 238.

32. From Oxford to London by the Thames.

The river-trip from Oxford to London may be made by passenger-steamer, private launch, or rowing-boat. From Oxford to London Bridge the distance is 112 M., but the steamers do not proceed below Kingston (91½ M.), while rowing-boats are never taken beyond Richmond (96 M.) or Putney (104½ M.) at farthest. The scenery all the way is full of charm and interest. Below Henley gaily decorated *House Boats*, occupied as summer-quarters, are a characteristic sight, while on the banks and islands are often seen the tents of camping-out parties.

Steamers. In summer an excellent service of *Passenger Steamers* plies twice daily in each direction between *Oxford* (Folly Bridge) and *Kingston* (Sun Hotel Landing Stage). The trip takes two days (fare 14*s.*, return 25*s.*). The morning-steamer (starting at 9.30 a.m.) spends the night at *Henley*; and reaches *Kingston* about 7 p.m. next day. The afternoon-steamer (2.30 p.m.) spends the first night at *Wallingford*, the next at *Windsor*, and

reaches *Kingston* about 1.30 p.m. on the third day. Passengers may join the steamer at any lock or other stopping-place for any stage, long or short (proportionate fares). Lunch, dinner, and sleeping quarters are obtained at hotels or inns on the river-banks.

Launches. *Steam*, *Motor*, and *Electric Launches* may be hired from about 2*l.* 2*s.* per day upwards, and are convenient, though not cheap, for parties of some size.

Rowing Boats. The excursion by rowing-boat, in fine weather, is cordially recommended to oarsmen. With proper precautions the trip is quite safe for practised oarsmen, even with ladies; but a wide berth should be given to all millstreams, weirs, and 'lashers' in flood time. *Boats* may be hired from Salter, Tims, or Talboys, of Oxford, at rates varying from 40*s.* for a canoe or whiff up to 4*l.* for a 'randan' pleasure skiff for 6-8 persons. These charges are for one week (after which an extra sum is paid for each day), and include the sending of the boat to London or bringing it back from London.

Locks. There are 33 locks below Oxford, at each of which a charge of 3*d.* is made for pair-oared boats, 6*d.* for four-oared boats, and 1*s.* 6*d.* for launches, the payment entitling the boat to repass the same day without farther toll. When the gates are closed the attention of the lock-keeper is attracted by shouts of 'lock! lock!' Care should be taken in the locks to keep the gunwale from catching on the side-walls. At several of the locks there are inclined planes with rollers for small boats.

Inns. There are good hotels on the banks at frequent intervals, but equally comfortable accommodation at much more moderate charges may often be obtained at the inns a little way back from the river. When ladies are of the party, and at popular holiday-seasons, accommodation should be secured beforehand by letter or telegram. Those who prefer to 'camp out' may hire tents, mattresses, and ground-sheets from the above-mentioned boat-owners, and also at various places in London. Heavy luggage should be sent by rail.

The following description is necessarily little more than a note of a few of the chief places of interest passed on the way. The words 'right' and 'left' (r., l.) are here used with reference to boats descending the river.

Oxford, see p. 238. — The start is usually made from one of the boat-builders' yards close to *Folly Bridge*. On the left are the College Barges, and the mouth of the *Cherwell*. The straight reach from here to (1½ M.) the lock at *Iffley*, with its interesting church and mill (p. 256), is the scene of the Oxford university boat-races (p. 239).

3 M. (l.) *Sandford* (King's Arms), with a Norman church. A little farther on, to the left, are the beautiful woods of ***Nuneham Courtenay**, a favourite spot for picnics from Oxford, and (*teste* Hawthorne) 'as perfect as anything earthly can be'.

On a small eminence in the park is a picturesque *Conduit*, which formerly stood at Carfax in Oxford. The avenues on the river-bank, affording views of Oxford, Radley, and Abingdon, were laid out by 'Capability Brown'. The park is open on Tues. and Thurs., the gardens on Tues. only, by tickets obtained on written application to the steward.

The Thames now runs through flat meadows. 7¾ M. (r.) *Abingdon*, see p. 231. — 10 M. *Culham Lock*, whence a bridge, with arches of four different shapes, leads to *Sutton Courtney*, on the right. To the right of the following straight reach, between low meadows, is the double *Sinodun Hill*, known also as Wittenham Clumps, on which is a Roman camp. A little farther on, the church-spire of *Appleford* rises among the trees on the right. About ½ M.

below (13 M.) *Clifton Lock* is (l.) *Clifton Hampden* (Barley Mow), with a picturesque church and vicarage.

16 M. *Day's Lock*, whence there is a pretty view.

To the left is the small river *Thame*, about 1 M. from the mouth of which lies **Dorchester** (*George*, well spoken of; *Fleur de Lys*; *White Hart*), with about 1200 inhab., not to be confounded with Dorchester in Dorsetshire (p. 90). This now unimportant village was the seat of a bishop (of Mercia) from the 7th cent. till after the Norman Conquest, when the see was removed to Lincoln. An Augustine abbey was founded here in 1140. The *Abbey Church* (restored), which Freeman describes as 'a church of the very rudest and meanest order, as far as outline and ground-plan are concerned, developed to abbatial magnitude, and adorned with all the magnificence that architecture can lavish upon individual features', dates in its present form mainly from the close of the 13th cent., but also comprises much earlier (Norman) and later work. The fine 'Jesse' window of the chancel, with stone effigies of the descendants of David, is interesting. Visitors to Dorchester are recommended to leave their boat at Day's Lock, as the Thame is not very suitable for rowing.

Beyond Day's Lock the low banks are picturesquely wooded at a little distance from the river. A pretty retrospect of Dorchester church is obtained just after the houses of *Shillingford* (l.) come in sight in front. The Shillingford Bridge Hotel, at the Berkshire (r.) end of (18½ M.) *Shillingford Bridge*, is a favourite resort, often full.

20 M. *Benson* or *Bensington Lock*. The village (White Hart, moderate) lies out of sight, on the left.

21 M. (r.) **Wallingford** (*Lamb*; *George*; *Feathers*), an ancient town of 2808 inhab., with the remains of an old castle. *Sir William Blackstone* (d. 1780), the eminent jurist, is interred in St. Peter's Church. — 25 M. *Moulsford* (Beetle and Wedge) is an angling-resort. The trial eights of Oxford University are rowed in the reach between this point and (26½ M.) *Cleeve Lock*.

At (27 M.; l.) *Goring* (Miller of Mansfeld, R. 4*s*., D. 5*s*.) and (r.) *Streatley* (Bull; Swan), two pretty villages united by a long bridge, one of the most picturesque parts of the course of the Thames is reached, extending beyond Mapledurham (see below). Below Goring the Thames Valley is crossed by a range of chalk-hills, and the banks are thickly wooded.

31½ M. (r.) *Pangbourne* (Elephant & Castle; George, R. 2*s*. 6*d*., D. 3*s*. 6*d*.; Swan), a picturesque little village, opposite which lies *Whitchurch* (Bridge House), with a modern church incorporating some Norman remains and containing several good brasses. A little farther down, on the left bank, is *Hardwick House*. Opposite is *Purley* (*not* Horne Tooke's; comp. p. 46).

33½ M. (l.) *Mapledurham*, with *Mapledurham House*, a fine Elizabethan mansion, the home of Pope's friend, Martha Blount. On the right bank, 1 M. below the lock, lies *Tilehurst* (Roebuck).

38 M. (r.) **Reading**, see p. 113. Oarsmen making a stoppage here should leave their boats at *Caversham Bridge* (Caversham Bridge Hotel, R. or D. 3*s*. 6*d*.), just above the town, or at *Caversham Lock*, just below it. About ¾ M. below the lock the *Kennet* joins the Thames.

40½ M. (r.) *Sonning* (White Hart, R. from 2*s.* 6*d.*, D. 5*s.*; French Horn, R. 4*s.*, D. 5*s.*; Bull), a delightful little village, with an ancient bridge. The church contains some interesting brasses. At the islands a mile below Sonning, we keep to the left. — At *Shiplake* (l.), ½ M. above (43½ M.) *Shiplake Lock*, is the church in which Tennyson was married.

44 M. (r.) *Wargrave* (George & Dragon; White Hart; Bull; Chiltern Towers, private hotel), a resort of artists, with a church containing a monument to Thomas Day, author of 'Sandford and Merton'. The humorous sign-board of the first-named inn, painted by G. D. Leslie and J. E. Hodgson, is now kept indoors. — 46 M. *Marsh Lock.*

47 M. (l.) **Henley** (**Red Lion; Angel; Catherine Wheel; White Hart*, a quaint, old building, R. or D. 3*s.* 6*d.*; *Rivermead, Thamesfield*, private hotels), the 'Mecca' of boating men, and much frequented by anglers, is a well-built town of 5984 inhab., surrounded with wooded heights. The Town Hall contains a portrait of George I. by *Sir Godfrey Kneller*, presented by Lady Kneller, who is buried in the church. The famous regatta, which attracts many thousands of visitors, takes place about the beginning of July.

It was on a window at the 'Red Lion' that Shenstone wrote his famous lines:

'Whoe'er has travelled life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.'

49 M. *Hambleden Lock* (Flower Pot, at *Aston*, ½ M. farther on).

51 M. (l.) *Medmenham* (Abbey Hotel, near the abbey), another convenient halting-place for the night. The *Abbey* was founded at the beginning of the 13th cent., but little of the old building now remains. About the middle of the 18th cent. it acquired some notoriety from its connection with the so-called 'Medmenham Monks' of John Wilkes and Francis Dashwood, a club or society which was popularly believed to extend its motto, 'Fay ce que voudras', to the wildest extremes of licence.

To the right, at (53 M.) *Hurley Lock*, is *Lady Place*, the residence of the Lord Lovelace who played so conspicuous a part in the Revolution of 1688. Beyond (53½ M.) *Temple Lock*, on the right, is *Bisham Abbey*, in the Tudor style, originally a priory, but now a private residence. Queen Elizabeth lived here for three years in the reign of her sister Mary. *Bisham Church* is an interesting Norman structure.

55 M. (l.) **Great Marlow** (*Complete Angler; Crown; George & Dragon; Chequers; Fisherman's Retreat; Railway*, at the station), with 4526 inhab., a well-known fishing-station, with a graceful suspension-bridge and a lofty church-spire. The tomb of Sir Miles Hobart (d. 1652), in the church, is said to be the first monument erected in England at the public expense. A house in

West St. (now a school) bears an inscription recording that Shelley lived in it in 1817; his 'Revolt of Islam' was composed partly in his boat on the Thames and partly during walks in the neighbouring woods. The *Quarry Woods* (r.), just below Marlow, are a favourite spot for camping-out parties (permission necessary). — Passing *Bourne End* (p. 113), on the left, we soon reach (59 M.; r.) *Cookham* (Ferry; King's Arms; Bel & Dragon), one of the most picturesque villages on the Thames, with good fishing (perch, pike, roach) and a favourite pool for bathing. In the church is a monument, with bust, to *Frederick Walker, A.R.A.* Opposite Cookham is *Hedsor* (Lord Boston), the grounds of which are shewn on application. The next part of the river is unsurpassed for quiet loveliness.

1. * *Clieveden* (Mr. W. W. Astor), charmingly situated amid rocks and hanging woods (visitors admitted to the grounds, during the absence of the family, on application to the head-gardener). A little to the E. is *Dropmore*, the beautiful grounds of which (open daily, except Sun.) contain some magnificent pines, the largest araucaria in England, and other fine trees.

61½ M. *Boulter's Lock*, an animated scene on fine Sunday afternoons.

62 M. (r.) **Maidenhead** (*Ray Mead Riviera; Bear; Thames; St. Ives Private Hotel*, from 42*s.* per week), a small town with 12,980 inhab., is a convenient place for passing the night. The Thames is here crossed by two bridges. Nearly opposite is the pretty village of *Taplow* (Skindle's).

64 M. (r.) *Bray* (George; Hind's Head), with a large church, containing some excellent brasses.

The famous 'Vicar of Bray' is said to have been Simon Aleyn (d. 1588), who lived in the reigns of Henry VIII., Edward VI., Mary, and Elizabeth, and thrice changed his creed. Other authorities maintain that the 'Bray' of the song is in Ireland. — Near Bray is *Ockwells, a fine specimen of a timbered manor-house (15th cent.), with interesting interior (no adm.).

On *Monkey Island*, where the stream is very swift, is an inn, frequented by anglers. Numerous country-houses on both banks. — 67 M. *Boveney Lock*, 1½ M. beyond which lie *Eton* (left) and —

69 M. (r.) **Windsor** (*White Hart*, R. from 3*s.* 6*d.*, D. from 4*s.*, with restaurant; *Castle*, High St.; *Royal Adelaide*, facing the Long Walk, R. 2*s.* 6*d.*; *Bridge House*, R. 4*s.*, D. from 3*s.* 6*d.*, well spoken of; *Christopher*, these two at Eton), a town with 21,477 inhab., well-known as the ancestral residence of the English sovereigns.

William the Conqueror built a castle at Windsor, but the oldest part of the present *Windsor Castle, which represents the additions and alterations of many monarchs, dates from Edward III. The last restoration was begun under George IV. and finished under Victoria at a cost of 900,000*l.* The wards of the castle and the N. terrace are always open to the public; the E. terrace on Sat. and Sun. only, from 2 to 6 p.m., in the absence of the King. The *State Apartments* are shown (in the absence of the court) on Tues., Wed., Thurs., and Sat., from 1st April to 30th Sept. 11-5, in Oct., 11-4, from 1st Nov. to 31st March, 11-3. The *Round Tower* is open at the same hours, but in summer only. *St. George's Chapel* is open daily except Frid. and holy days, 12.30 to 3 or 4; divine service on Sun. 11 a.m.

and 5 p.m., on week-days 10.30 a.m. and 5 p.m. Tickets of admission to the State Apartments are obtained at the Lord Chamberlain's Office at the castle (on Tues. & Thurs. 1*s.*, children 6*d.*; other days gratis). The *Royal Stables* (daily 1-3; tickets at the entrance; small fee to groom who acts as guide) are situated on the S. side of the castle. — For farther details, and for *Eton College*, see *Baedeker's Handbook for London.* — From Windsor to London by railway, see p. 113.

The best scenery on the Thames lies between Oxford and Windsor, and many tourists begin or end the excursion here.

Rounding the next bend, we pass under the *Victoria Bridge.*

70½ M. (l.) *Datchet* (Manor House; Royal Stag), the scene of Sir John Falstaff's unpleasant experiences at the hands of the 'Merry Wives of Windsor'. It is a favourite haunt of anglers. Beyond the (71 M.) *Albert Bridge*, the next bend is avoided by means of a 'cut', rejoining the river at (72 M.) *Old Windsor Lock*, with water-works for supplying Windsor Castle. A little farther down is the (r.) *Bells of Ouseley Inn*, noted for its ale; and about ¾ M. farther on is *Magna Charta Island*, where King John signed the charter; the little house is said to cover the very stone that served him for a table. Opposite (l.) rises *Cooper's Hill*, celebrated in Denham's well-known poem. The *Royal Indian Engineering College* here was closed in 1906. On *Mt. Lee* is the *Holloway College for Women*, with a picture-gallery (adm. on Wed. on application to the secretary). Below Cooper's Hill is the famous field of *Runnimede*, where the Barons encamped in 1215. — 75 M. *Bell Weir Lock* (Anglers' Rest).

76 M. (l.) *Staines* (Pack Horse; Swan; Angel; Bridge House), with a substantial granite bridge. — 78 M. *Penton Hook Lock*, with a somewhat dangerous weir. — A little farther down, on the left, is *Laleham*, where Matthew Arnold (1822-88) was born and is buried. About 1 M. to the N.W. of the station is *St. Anne's Hill* (view), with the summer residence of Charles James Fox.

79½ M. (r.) **Chertsey** *(Bridge; Crown; Swan)*, a small town with 12,762 inhab., ½ M. from the river, here crossed by a bridge. Scanty remains of the old abbey still exist, and the house in which Cowley the poet died in 1667 is marked by an inscription.

82 M. *Shepperton Lock*, opposite which, at the mouth of the *Wey*, is (r.) *Weybridge* (see p. 64), with a Roman Catholic chapel in which Louis Philippe (d. 1850) was interred. *Shepperton* (Anchor) and *Halliford* (*Ship; Red Lion) lie on the left bank.

To the right is the *Oatlands Park Hotel* (p. 63).

84½ M. (r.) *Walton-on-Thames* (Angler; Swan).

85½ M. (l.) *Sunbury* (*Magpie; Flower Pot, L. 2*s.*, pens. 42*s.* per week), with a lock.

87½ M. (l.) *Hampton* (Tagg's Island), 1 M. from Hampton Court Palace. On the opposite bank is *Garrick's Villa*, where the famous actor lived from 1754 till his death in 1779. Then (88½ M.) *Molesey Lock* and *Hampton Court Bridge*, beyond which the river makes a wide bend, skirting *Hampton Court Park* (see *Baedeker's London*), on the left, and *Thames Ditton* (Swan;

Thames Ditton Hall, new) and *Surbiton* (p. 63) on the right. Adjoining Thames Ditton is *Long Ditton*, with Barr's beautiful nurseries of daffodils (open to visitors; best at end of April).

91½ M. (r.) *Kingston-on-Thames* (Griffin; Sun; Wheatsheaf), a town with 34,375 inhab. (see *Baedeker's London*). The river is crossed here by a bridge with five arches.

93 M. (l.) *Teddington*, with a lock. An almost unbroken line of villas extends hence to (l.) *Twickenham* (see *Baedeker's London*), opposite *Eel Pie Island*. Then on the right appears *Richmond Hill*.

96 M. *Richmond Bridge*, below which is the last lock. Thence to (112 M.) *London Bridge*, see *Baedeker's London*.

33. Oxford.

Railway Stations. The stations of the *London & North Western* and *Great Western Railways* lie near each other, on the W. side of the town (Pl. A, 3, 4). — The principal hotels send omnibuses to meet the trains.

Hotels. *Randolph Hotel (Pl. a; C, D, 3), Beaumont St., near the Martyrs' Memorial, R. from 4*s.* 6*d.*, B. 3*s.*, D. 5*s.*; *Clarendon (Pl. b; D, 4), Cornmarket St., R. from 3*s.* 6*d.*, D. 3*s.* 6*d.* & 5*s.*; *Mitre (Pl. c; D, 4), High St., an old-fashioned house, R. from 4*s.* 6*d.*, B. 3*s.*, D. 5*s.*, pens. from 12*s.* 6*d.* — Second class: King's Arms (Pl. d; E, 3), at the corner of Park St. and Holywell St., R. 4*s.*, D. 3*s.* 6*d.*, good; Roebuck (Pl. e; D, 4), R. 4*s.* 6*d.*, D. 5*s.*, pens. 12*s.* 6*d.*; Golden Cross (Pl. f; D, 4), R. 4*s.*, D. from 3*s.*, good; George (Pl. g; D, 3), these three in Cornmarket St.; Eastgate, High St., R. 3*s.* 6*d.*, D. 4*s.*, well spoken of; Wilberforce (Pl. h; D, 4; temp.), Queen St., R. 3*s.*, D. 2*s.* 6*d.* — Boarding Houses. *Isis House*, *Cherwell House*, Iffley Road; *Mrs. Earnes*, 9 King Edward St.; *St. Aldate's House*, 98 St. Aldate's; *Wolsey House*, 1 Brewer's St.; *Turner*, 46 High St.; pens. at these 5*s.*-6*s.* 6*d.* — *Lodgings* easily procurable, especially 'out of term'. The charges of hotels and lodgings are raised at 'Commemoration' and in 'Eights Week' (p. 242).

Restaurants. *The Queen*, Queen St.; *Boffin*, 107 High St. and at Carfax; *Buol*, 15 Broad St. and 21 Cornmarket St. — **Confectioners.** *Boffin*, see above; *Cooper*, 13 Magdalen St.; *Café Royal*, Queen St.; *Weeks*, 49 High St.

Post Office (Pl. D, 5), St. Aldate's St., near Carfax.

Tramways. 1. From the *Railway Station* to *Carfax* (Pl. D, 4; fare 1*d.*), and thence over *Magdalen Bridge* (Pl. G, 5) to the cricket-grounds at *Cowley* (1*d.*). — 2. From *Carfax* viâ Beaumont St. (Pl. C, 3) to *Kingston Road* (beyond Pl. B, 1), near *Medley Lock* (where the 'Upper River' begins; 1*d.*). — 3. From *Carfax* viâ Banbury Road (Pl. C, 1) to *Summertown* (bey. Pl. C, 1). — 4. From *Carfax*, past Christ Church and over Folly Bridge (bey. Pl. D, 5), to *New Hinksey* (1*d.*). — **Omnibuses** from the head of *Cornmarket St.* (Pl. D, 3) viâ Broad St., Holywell St. (Pl. E, F, 3), and Magdalen Bridge (Pl. G, 5) to *Iffley* (fare 2*d.*); from *Carfax* viâ Woodstock Road (Pl. C, 2, 1) to *Summertown* (1*d.*).

Cab for not exceeding 1 M., for 1-2 pers. 1*s.*, each addit. ½ M. 6*d.*, each addit. pers. 6*d.* for the whole hiring; per hour for 1-2 pers. 2*s.*, each addit. pers. 6*d.* per hour. Fare and a half between midnight and 6 a.m. Luggage up to 56 lbs. free.

Tourists' Committee, 117 St. Aldate's St. This committee, established by the City Council, supplies visitors with information gratuitously and provides guides at reasonable charges.

Boats may be hired on the Isis, for the 'Lower River' at Christ Church Meadow (p. 245) and for the 'Upper River' at Medley Lock (see above). The latter is frequented mainly by the less serious oarsman and the votary of 'centre-boarding' (sailing), while the lower river is left to those in training for the races. The *Cherwell* also is available for boating. The

A
B
C
Kingston Rd
Summertown
Norham Gard
St Sepulchre's Cemetery
Radcliffe Observatory
Acland Nurses' Home
Radcliffe Infirmary
High School for Girls
St Paul's Hosp.
Somerville College
St Aloysius (R.C.)
St Giles
Burial Ground
University Press
Radcliffe Row
Little Clarendon Str.
Wellington Square
St Barnabas
Walton Crescent
Walton Lane
Nelson Street
Richmond Road
Clarendon Inst.
Alfred Str
Pusey House
Worcester Pl.
Ruskin Coll.
Beaumont Buildg
St John Street
Alfred Lane
University Galleries
Taylor Inst
Oxford Canal
Branch of River Thames
Worcester Coll. Pond
Worcester College
Beaumont Street
Site of Rewley Abbey
Gloucester Green
Friars Entry
Theatre
Great Westn Raily Statn
London & N.W. Raily Statn
Hythe Bridge Str.
St Georges
George Street
Union Socys Rooms
Racey's Bridge
Park End Str
New Road
Bulwarks
Castle Md
Castle
Osney Road
St Thomas the Martyr
High Street
Becket Street
Holly Bush Row
Hamel
Paradise Street
Castle Street
Technical School
Church Str
St Ebbes
Osney Lane
Osney Lane
Princes Str
Paradise Square
St Mary's Cemetery
Thames
New Street
Norfolk Str
Friars Street
Bristol
London
London & Bedford
Gloucester & Warwick
Cripley Road
Mill Str
Wood Str
Charles Str
Bridge Str
Orchard Str
Wood Str
Little Gate
Albert Str
Queen
Pembroke
Brewery
Fisher Row
Timouse L.
Rewley Rd
Woodbine Pt.
Abbey Pl.
Union Str
Commt Rd
1
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5

OXFORD
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E
F
G
1
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4
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Parkon
University Park
Observatory
Physiological Lab.
Clarendon Lab.
University Museum
Chemical Lab.
Library
South Parks Road
Mansfield College
Merton Cricket Ground
Parks Road
New College Cricket Ground
Bathing Place
Wadham College
Wadham Garden
Balliol Cricket Ground
Manchester College
Holywell Ch.
Holy Cross Cemetery
Music Rooms
Holywell Street
Indian Inst.
Clarendon Building
Sheldonian Theatre
Bodl. Coll.
Divinity Library
New College
Magdalen Grove
Exeter Coll.
All Souls College
Queen's College
St. Peter's in the East
St. Edmund Hall
Brasenose Coll.
Lincoln College
St. Martin's All Saints
High Street
University College
New Exam. Schools
Magdalen Coll. School
Magdalen College
Oriel Coll.
Peckwater Quad
Corpus Christi College
Merton College
Botanic Garden
Christ Church College
Cathedral
Merton Fields
Broad Walk
Christ Church Meadow
Magd. Coll. School Cricket Ground
St. Hilda's Hall
The Plain
Holywell Ford
Addison's Walk
Long Walk
Rose Lane
Magdalen Water Walk
Dead Man's Walk
Merton Street
Oxford
Wagner & Debes' Geogr. Estab. Leipzig

course where all the college-races are decided extends from *Iffley* (p. 233) to the *College Barges*, which are moored to the bank at Christchurch Meadow. The principal races (the 'Eights') are rowed in the middle of the summer term; the 'Torpids' in the Lent term.

Baths. *Turkish Baths*, Merton St. (2*s.* 6*d.*; swimming-bath 1*s.*); *Hot and Cold Baths* (6*d.*), at the Racquet Courts, Holywell, and Museum Terrace. — **River Baths:** *University Bathing Place*, on the Isis, near Clasper's Boat House (towels 3*d.*); on the *Cherwell*, near the Parks (towels 6*d.*).

Principal Attractions. *Christ Church* (p. 243); *Merton College* (p. 245); *Christ Church Meadow* (p. 245); *Broad Walk* (p. 245); *St. Mary's Church* (p. 246); *Radcliffe Camera* (p. 246) and view from the top; *Bodleian Library* (p. 247); *Divinity School* (p. 247); *Theatre* (p. 248); *University Museum* (p. 249); *University Galleries and Ashmolean Museum* (pp. 253, 254); *New College* (p. 249); *Magdalen College* (p. 250), with its beautiful grounds; *Balliol College* (p. 253); *All Souls College* (p. 252); *Exeter College* (p. 252), with its garden; *St. John's College* (p. 254), with its gardens; gardens of *Worcester*, *Wadham*, and *Trinity Colleges* (pp. 255, 248, 253). A college-chapel service should be attended at New College, Magdalen, or Christ Church; and the visitor should also see a boat-race and a cricket or football match in the Parks. — Visitors may wander at will about the colleges and college gardens. The chapels are generally open for 2 hrs. in the forenoon and 2 hrs. in the afternoon, and admission to them when closed, as well as to the halls and libraries, may be obtained on application to the porter (small fee).

Oxford, with (1901) 49,413 inhab., the county-town of Oxfordshire, an episcopal see, and the seat of one of the most ancient and celebrated universities in Europe, is situated amid picturesque environs at the confluence of the *Cherwell* and the *Thames* (often called in its upper course the *Isis*). It is surrounded by an amphitheatre of gentle hills, the tops of which command a fine view of the city, with its domes and towers. Oxford is on the whole more attractive than Cambridge to the ordinary visitor, but both should be visited if possible.

Oxford (called *Oxeneford* in Domesday Book, but possibly a corruption of *Ousenford*, or ford over the Ouse or water) is a town of some antiquity, the nucleus of which seems to have been the nunnery of St. Frideswide, established on the site of the present cathedral, probably in the 8th century. The earliest documentary occurrence of the name Oxford is in the Anglo-Saxon Chronicle under the year 912. In the 11th cent. the town was a place of military importance and the scene of several meetings of the Witenagemot. The foundation of the University is apocryphally ascribed to King Alfred in 872, but the first gathering of masters and scholars, not attached to monastic establishments, took place in the 12th cent., while it was not till the following cent. that anything like colleges in the modern meaning of the word — *i.e.* endowed and incorporated bodies of masters and students within the University — came into existence (comp. p. 240). We first hear of theological lectures about 1130, and of legal studies a little later (but both of these are doubtful); while by the beginning of the 13th cent. Oxford ranked with the most important universities of Europe. About this period the University seems to have been at times attended by as many as 3000 students, but during the religious troubles of the reign of Henry VIII. the number fell to 1000. During the Civil War Oxford was the headquarters of the Royalists, and the colleges loyally devoted their plate to the King's service. Since then the history of the town has been blended with that of the University, which in turn connects itself by a thousand links with the intellectual and moral development of England. A reminder only may be given of the 'Methodist Movement' of 1729-35 and the 'Tractarian Movement' of 1833-45. — The old 'Town and Gown Riots', of which the most serious (in 1354) resulted in the death of fifty students, are now things of the past.

'The world, surely, has not another place like Oxford; it is a despair to see such a place and ever to leave it, for it would take a lifetime and more than one, to comprehend and enjoy it satisfactorily' (*Nat. Hawthorne*). — Comp. *Maxwell Lyte's* excellent 'History of the University of Oxford' (1887), *Boase's* 'Oxford' ('Historic Towns Series'; 1887), *Brodrick's* short 'History of Oxford' (1886), *Andrew Lang's* 'Oxford' (1890), *A. Clark's* (editor) 'Colleges of Oxford' (1891), 'Oxford and its Colleges', by *Joseph Wells* (1897), and the volumes on the different colleges in the *College Histories Series* (1898 et seq.).

The UNIVERSITIES OF OXFORD AND CAMBRIDGE (see p. 483) have preserved so many of their mediæval institutions unaltered, and differ so materially from the other universities of Great Britain, as well as from those in Continental Europe and America, that a short account of their constitutions and position will, perhaps, not be out of place.

Each of the sister-universities is composed of a number of independent *Colleges* and *Halls*, of which Oxford now possesses twenty-two and Cambridge eighteen. The germ of these colleges, which are an institution now peculiar to England, is found in the 'hostels', 'inns', or 'halls', in which at an early period the students combined to obtain the services of a common teacher (comp. p. 239). Many of the colleges have been richly endowed by kings and private persons; the halls differ mainly in being smaller, poorer, and unincorporated. The government of each university consists in the last resort of the entire body of graduates who have kept their names on the university registers, which is called the *Senate* at Cambridge and *Convocation* at Oxford. Proposals or statutes are, however, in the first instance brought before a small representative Council (called at Oxford the *Hebdomadal Council*, at Cambridge the *Council of the Senate*), consisting of the chief university officials, a few heads of colleges, and some senior members of Senate or Convocation. At Oxford the measures, before being submitted to Convocation, must receive the approval of *Congregation*, which consists of the officials and resident members of Convocation. Corresponding to this at Cambridge is the *Electoral Roll*, the function of which is to elect the Council of the Senate. The principal executive officials are the *Chancellor*, elected by the Senate and Convocation, and the *Vice-Chancellor*, who at Oxford is nominated from the number of the heads of colleges by the Chancellor, while at Cambridge he is elected by the Senate. The former is a person of royal blood or a nobleman of high rank and reputation, while the duties of the office are performed by the Vice-Chancellor. The *Proctors* are two officers selected from the different colleges in rotation to preserve order among the students; they are aided by four pro-proctors and a number of subordinate officials, popularly known as Bull-dogs. The internal affairs of each college are managed by a *Head*, who bears the title of *Master*, *Principal*, *Provost*, *Warden*, *Rector*, or *President* (at Christ Church, *Dean*). He is assisted by *Fellows*, who are selected from the most distinguished *Graduates* and have the right to elect the Head. It is not generally necessary that the Fellows should have been students of the college in which they obtain their fellowships, though at Cambridge this is usual. The Fellows and Tutors are colloquially known as *Dons*.

The *Undergraduates*, or students, now live either in one of the colleges, where two or more rooms are assigned to each, or in private lodgings in the town, approved by the university authorities. They dine together in the college-halls, attend service in the college-chapels on Sundays and several times during the week (except those who have conscientious scruples), and are not allowed to remain out beyond midnight without special reason. The 'Non-Collegiate Students', *i.e.* students of the University, not members of a college, who live in lodgings in the town, now form about 1/14th of the whole number of undergraduates. They are under the control of a Censor, and meet for lectures, etc., in a building provided by the university (p. 251). At lectures, dinner, and chapel, throughout the day on Sundays (at Cambridge), and after dark on other days, the undergraduates are supposed to wear an academical costume, consisting of a black (or dark-blue) gown and a curious square cap known as a

'trencher' or 'mortar-board'. The Bachelors and Masters of Arts also wear an academical dress, differing in some details from that of the students, while Doctors, on state occasions, are resplendent in robes of scarlet and other brilliant hues. At the services on Sundays, festivals, and the eves of festivals, Cambridge graduates and undergraduates wear white surplices instead of their black gowns. At Oxford, while Christ Church and Keble follow the Cambridge practice, the use of the surplice is generally restricted to the Heads, Fellows, and Scholars. — *Women Students*, see pp. 255, 256.

The chief subjects taught at Oxford and Cambridge include ancient languages, mathematics, philosophy, history, theology, law, medicine, and natural science. The university year is divided into four 'terms' at Oxford and three at Cambridge, and does not include much more than half of the calendar year. At Oxford all students, who have not previously passed an equivalent examination, have to present themselves at latest after one year of residence for 'Responsions' (in student parlance, 'Smalls'), an examination in classics and elementary mathematics, entitling them to continue their studies for a degree. The corresponding examination at Cambridge is called the Previous Examination (vulgo 'Little-go'). These are followed by the first Public Examination or 'Moderations' ('Mods.') at Oxford and by the General Examination at Cambridge. The subjects are classics, mathematics of a somewhat more advanced character, and the Greek New Testament, to which Cambridge has recently added English history and an English essay. The pass examination for the ordinary degree of *Bachelor of Arts* (B.A.) is known as the Second Public Examination or 'Greats' at Oxford. It takes place at the end of the third year of residence. At Cambridge it consists of a special examination in one of several specified branches of study at the option of the candidate. At Oxford the candidate for the ordinary degree is examined in three selected subjects from the following groups: (1) Greek and Roman history and philosophy (in the original languages); (2) English, Modern Languages, Political Economy, and Law; (3) Geometry, Mechanics, Chemistry, and Physics; (4) Scriptural and Theological Subjects. One of the selected subjects must be either ancient philosophy and history, or a modern language (French or German). Those students, however, who desire to distinguish themselves in their academical career are not content to take merely the ordinary 'pass' degree ('poll' at Cambridge; Greek, οἱ πολλοί), but proceed to the 'Honours' examination. At Oxford honours may be taken in any one of nine 'Schools': Literæ Humaniores (including classics, ancient history, and philosophy), Modern History, Jurisprudence, Natural Science, Mathematics, Oriental (Indian or Semitic) Subjects, Theology, English Language and Literature, and Economics and Political Science (added in 1905). Successful candidates are placed in four classes according to the position they attain, and it requires a very high standard of scholarship to obtain a 'first'. The highest prestige attaches to those who have obtained a first-class in Literæ Humaniores. At Cambridge the honour-degrees are obtained in a similar manner, ten 'Triposes' taking the place of the Oxford 'Schools'. The successful candidates in the earlier parts of the examination for mathematical honours were formerly arranged in a 'Tripos', of three classes, called respectively Wranglers, Senior Optimes, and Junior Optimes, the first man in the examination being named the Senior Wrangler. This arrangement, however, was abolished in 1909. Bachelors of Arts who have paid all the requisite dues and fees become Masters of Arts (M.A.) after three years, and are thenceforth entitled to a vote in the University Convocation or Senate. Both universities also confer the degrees of Bachelor and Doctor of Medicine, Law (D. C. L. at Oxford, LL. D. at Cambridge), Theology, and Music.

The system of teaching at Oxford and Cambridge differs from that of most other universities in the practically subordinate position occupied by professorial lectures, which in most cases stand practically out of all relation to the general studies of the undergraduates. Professorial teaching is, however, beginning to be more highly valued. The teaching functions of the colleges were formerly confined to the preparation of their own students by tuition for the examinations; but now most of the Honours

Lectures given by colleges are open to all members of the University. Most of the *Fellowships*, generally ranging from 200*l.* to 300*l.* a year, were formerly granted for life, provided the holder remained unmarried and took holy orders. Now, however, they are of two kinds, some ('Prize' Fellowships) being held for 6-7 years and without restriction as to marriage, residence, or profession; while the tenure of others is conditional on the performance of tutorial or other college work. There are also numerous *Scholarships* for undergraduates, varying in value from 30*l.* to 120*l.*, with free rooms. Some of the colleges are extremely wealthy, such as Trinity College at Cambridge (p. 488), and Christ Church and Magdalen at Oxford (pp. 243, 250). The total revenue of Oxford University and Colleges is upwards of 400,000*l.*, and that of Cambridge about 250,000*l.* Oxford has in its gift 450 ecclesiastical livings (value 190,000*l.*), and Cambridge 370 livings (value 100,000*l.*). The number of students at each college or hall varies from 12-20 to 600 (Trinity College, Cambridge).

Oxford and Cambridge are the most aristocratic universities of Great Britain, and the cost of living is higher than at any of the others. From 200*l.* to 250*l.* may be taken as the rate per annum at which a resident undergraduate may live at either university with comfort, though some have been known to confine their expenses to 100*l.* Non-collegiate students in private lodgings can, of course, live more cheaply, and a few colleges (such as Keble at Oxford and Selwyn at Cambridge) make a special point of economy. The number of student-clubs is legion, including associations for all kinds of athletic sports, gymnastics, music, theatricals, whist, chess, and various scientific pursuits. The most important institution of the kind at each university is the Union Debating Society (pp. 255, 490). The well-known annual boat-race between the sister-universities, the inter-university cricket-match, which excites scarcely less interest, and the inter-university athletic sports take place in London (see *Baedeker's London*). Both universities possess rifle-corps belonging to the senior Division of the Officers' Training Corps. The best time for a visit to either university is the week at the end of the summer term, when thousands of visitors flock to see the degrees conferred and enjoy the hospitality of the colleges. This period of mingled work and play (the latter predominating) is named *Commemoration* or the *Encaenia* at Oxford, and *Commencement* or the *May Week* (so called, though held in June) at Cambridge. Another pleasant time for a visit to Oxford is the '*Eights Week*', in the middle of the same term, when the principal college cricket-matches and boat-races are held. The visitor should avoid the vacations at Christmas, at Easter, and in summer; the last, known as the 'Long', extends from June to the beginning of October. It is almost needless to add that an introduction to a 'Don' will add greatly to the visitor's pleasure and profit.

Details about the inner arrangements of the colleges and daily life of the undergraduates will be most easily found in the *Student's Handbooks to the Universities* or the *University Calendars*.

Oxford University includes 21 colleges and 1 hall, with about 50 professors, 30 readers or lecturers, 300 fellows, besides numerous tutors, and 3800 students. Not incorporated with the university there are also four *Private Halls* under 'licensed masters'; four theological halls (including Manchester and Mansfield Colleges); Ruskin College; and six halls for women.

As the railway-stations lie in the least attractive part of the town, the visitor should drive at once, by tramway or cab, passing the Castle (p. 255), to **Carfax** (Pl. D, 4), the space at the crossing of the two principal thoroughfares. The name is supposed to be a corruption of *Quatre Faces* or *Quatre Voies*, or, more probably, of *Quadrifurcus*. The picturesque old conduit that formerly stood here was removed to Nuneham in 1787 (comp. p. 233). To the N.W. is a tower of the 13th cent., a relic of St. Martin's Church, pulled down in 1896.

From Carfax we follow *St. Aldate's Street* (pron. *St. Old's*) to the S. On the left stand the handsome **Municipal Buildings** (Pl. D, 4), built in 1893-7 (adm. 10-12 & 2-4, free), in which the *Public Library* is accommodated. On the right are the *Post Office* (Pl. D, 5) and the **Church of St. Aldate** (Pl. D, 5), a Dec. edifice of the 14th century. The *Alms Houses* to the S. of this church were founded by Card. Wolsey and endowed by Henry VIII., but were not completed till 1834. — To the W., behind the church, lies **Pembroke College** (Pl. D, 5), founded in 1624, on the site of the ancient *Broadgates Hall*, with a fine modern hall and chapel of 1732, redecorated in 1885. The library contains a unique collection of Aristotelian works.

Among the students of Broadgates and Pembroke have been Dr. Samuel Johnson (rooms on the second story, above the gateway), Camden, Blackstone, Shenstone, Whitfield, Sir Thomas Browne, Francis Beaumont, and the patriotic Pym. The college possesses Johnson's china tea-pot, the desk on which he wrote his Dictionary, and a fine portrait of him by Reynolds.

In St. Aldate's St., opposite St. Aldate's, is —

***Christ Church** (Pl. D, 5), known among its own members as the 'House' *(Ædes Christi)*. Founded by Card. Wolsey in 1524, on the site of a nunnery of the 8th cent. (comp. p. 239), and renewed by Henry VIII. in 1546, this is now one of the largest and most fashionable colleges in Oxford, and is attended by 250-300 undergraduates. The 'Fellows' are here called 'Students'. The handsome gateway, called *Tom Gate*, was begun by Wolsey, but the upper part of the tower was added by Wren in 1682. The bell ('Great Tom') in the latter weighs 7½ tons, and every night at five minutes past nine it peals a curfew of 101 strokes, indicating the original number of students on the foundation (now eighty). College-gates are closed all over Oxford five minutes later. Visitors may ascend to inspect the bell (daily, 8 a.m. till dusk; fee 2*d.*) on application to the porter. The *Great Quadrangle*, or *Tom Quad*, is the largest and most imposing in Oxford.

In the S.E. corner is the fine fan-vaulted entrance to the **Hall* (adm. 2*d.*), a beautiful room with a ceiling of carved oak, 115 ft. long, 40 ft. wide, and 50 ft. high. It contains numerous good portraits, including those of Wolsey and Henry VIII. by *Holbein*, Queen Elizabeth by *Zucchero*, John Locke by *Lely*, Gladstone by *Millais*, Canon Liddon by *Herkomer*, two by *Gainsborough*, and three by *Reynolds*. Good old glass in the S. oriel window. — The *Kitchen* (adm. 9-7; small fee to the cook), the oldest part of Wolsey's building, is an interesting specimen of an old English kitchen; it is reached by a staircase descending from the door of the hall.

The ***Cathedral** (Pl. E, 5) of the diocese of Oxford, originally the church of the priory of St. Frideswide (p. 239), serves at the same time as the chapel of Christ Church. Thus, though there is a Bishop of Oxford, the Dean and Canons are styled 'of Christ Church'. In its present form the church seems mainly a late-Norman or Transitional building of the second half of the 12th cent., though some authorities believe that much of a pre-Norman church of the beginning of the 11th cent. is still *in situ*, pointing

to the junction of 11th cent. and 12th cent. work at the N. and S.W. corners of the choir. The Lady Chapel was added in the 13th, and the Latin Chapel in the 14th century. The lower part of the tower (144 ft. high) is Norman, but the belfry-stage and the octagonal spire (perhaps the oldest in England) are E.E. Wolsey removed half of the nave to make room for his college quadrangle; and the cathedral as it now stands is the smallest in England. Daily services at 10 a.m. and 5 p.m.; adm., free, 11-1 and 2.30-4.30.

Interior. The most striking feature in the NAVE is the curious arrangement of the arches, which are double, the lower ones springing from corbels attached to the massive piers. These last are alternately circular and octagonal. The pointed arches of the clerestory are the nearest approach to the E.E. style in the main part of the church. The timber roof is generally ascribed to Wolsey. The pulpit and organ-screen are Jacobean. The most interesting tombs in the nave are those of *Bishop Berkeley* (d. 1753) and *Dr. Pusey* (d. 1882). The beautiful W. window of the S. aisle was executed by *Morris*, from the design of *Burne-Jones*. — A good general view of the interior is obtained from the platform in the S. TRANSEPT. In the E. wall of the aisle of this transept is an old stained-glass window, from which the head of St. Thomas of Canterbury, now replaced by plain white glass, is said to have been struck by a Puritan trooper. — The CHOIR resembles the nave in general character, though probably of somewhat earlier date. The beautiful groined roof, with its graceful pendants, is also attributed to Wolsey, but Sir G. G. Scott considers it still earlier. The E. end is intended to reproduce as far as possible the original Norman arrangement. The *Windows at the E. ends of the choir-aisles are also by *Burne-Jones*. The Stalls and the elaborate Episcopal Throne (a memorial of Bishop Wilberforce) are modern.

Adjoining the N. aisle of the choir is the LADY CHAPEL, an E.E. addition of the middle of the 13th cent., occupying a very unusual position. The E. window is by *Burne-Jones*. On the N. side are a series of interesting monuments: *Sir George Nowers* (d. 1425) and *Lady Montacute* (d. 1353), with fine effigies; the *Prior's Tomb* (ca. 1300); and the so-called *Shrine of St. Frideswide* (15th or 16th cent.), more probably a watching-chamber. On the pier at the foot of the monument of Sir George Nowers is the tablet of *Robert Burton* (d. 1639), author of the 'Anatomy of Melancholy', with an inscription by himself. — To the N. of the Lady Chapel is the Dec. LATIN CHAPEL (14th cent.), so called from the daily reading of the college-prayers in Latin. The flowing tracery of the windows and the vault-bosses deserve attention. The new E. window has poor tracery, but good stained glass (by *Burne-Jones*; St. Frideswide). — The E.E. CHAPTER HOUSE is entered by a fine late-Norman door in the E. side of the Cloisters (Perp.), to the S. of the nave (canon's order necessary).

To the S. of Tom Quad are the modern *Christ Church Meadow Buildings*. We return through the Great Quadrangle, passing the Dean's house on the right, and enter *Peckwater Quadrangle* (1705).

On the S. side is the *Library* (1761), containing a valuable collection of books and a few paintings and drawings by Italian masters (Raphael, etc.; 11-1 and 2-4, in vacation 9-6; adm. 3*d*.). The pictures include a Nativity by Titian, examples of Giotto, Cimabue, and Margaritone, and a curious Butcher's Shop by A. Caracci. Many of the drawings also are interesting. In the entrance-hall is a statue by *Chantrey*, and on the staircase are a bust of Persephone by *Hiram Powers* and a statue of John Locke by *Rysbrach*. The curiosities of the library (upstairs) include a letter of Charles II. and a Latin exercise book of the Duke of Gloucester, son of Queen Anne, with corrections by his tutor Bishop Burnet (1700).

To the N. is *Canterbury Quad*, with *Canterbury Gate*, on the site of *Canterbury College*, an extinct corporation of which Wycliffe

(d. 1384) was once Warden, and which numbered Sir Thomas More (beheaded 1535; comp. p. 29) among its students.

Among the most distinguished members of Christ Church are Sir Philip Sidney, Locke, Camden, Ben Jonson, the Wesleys, Wellington, Peel, Pusey, Liddon, Ruskin, and Gladstone. This was also King Edward VII.'s college.

During term we may here leave Christ Church by Canterbury Gate and next visit Corpus Christi (see below), but in the vacation we must retrace our steps to the great Tom Gate. Here we turn to the left, and by the lane immediately to the S. of Christ Church, enter *Christ Church Meadow* (Pl. E, F, 5), which is intersected by the **Broad Walk*, an avenue of noble elms.

The Broad Walk is the scene of '*Show Sunday*', formerly a fashionable promenade on the evening of the Sunday in Commemoration Week (p. 242), but now almost wholly resigned by 'Gown' to 'Town'. A delightful walk may be taken from Christ Church Meadow along the Isis, passing the *College Barges* (p. 239), to the Cherwell and Magdalen College (comp. p. 250).

Near the W. end of the Broad Walk an avenue diverges to the N., and passing between Merton and Corpus Christi, leads to Merton Street. To the left is the entrance to —

Corpus Christi College (Pl. E, 5), founded in 1516 by Fox, Bishop of Winchester. This is said to be the only college in Oxford that did not melt its plate for Charles I.

The vaulted roof of the gateway leading to the quadrangle is fine; in the latter is a curious old sun-dial with a perpetual calendar. In the S.E. corner is the *Chapel*, containing an altar-piece by Rubens and Bishop Fox's pastoral staff, and beside it is the passage to the cloisters and to a newer part of the college, added in 1706. The *Library* is rich in illuminated MSS. and incunabula. The buildings (1886) at the corner of Merton St. and George St. also belong to Corpus. Richard Hooker (p. 35) was a student of Corpus, and his rooms are still pointed out; other eminent members are Cardinal Pole, Bishop Jewel, Gen. Oglethorpe (founder of Georgia), Keble, Thomas Arnold, Chief-Justice Coleridge, and Thomas Day, author of 'Sandford and Merton'.

***Merton College** (Pl. E, 5), the oldest in the University, founded by Walter de Merton in 1264 at Malden in Surrey but transferred to Oxford in 1274, was originally intended exclusively for the education of parish-priests.

The **Chapel* (11-5) is one of the finest in Oxford; the choir was built by the founder and consecrated in 1276, while the ante-chapel and tower date from 1417-24 (services on Sun. at 8 a.m. and 5 p.m., 5.45 in summer term). The massive tower is one of the landmarks of Oxford. The windows of the ante-chapel are excellent examples of early-Perpendicular. The chapel contains two very fine brasses of the 14th and 15th cent., and *Anthony à Wood* (d. 1695), the chronicler of Oxford, is buried in the ante-chapel. The *Library* (11-5; fee), built at the end of the 14th cent., is the most ancient in England and contains many rare books and MSS. The *Inner Quadrangle* is a good example of the Jacobean style. The so-called 'Queen's Room' in the *Warden's House* commemorates the fact that Queen Henrietta Maria was lodged here in 1643. Duns Scotus, Steele, and Bodley (founder of the Bodleian Library) are among the most distinguished alumni of Merton, which has also contributed six archbishops to the see of Canterbury. Harvey (discoverer of the circulation of the blood; comp. p. 188) was Warden. The garden commands a fine view: to the E. is Magdalen Tower, to the W. the Cathedral, in front Christ Church Meadow.

Incorporated with Merton is *St. Alban Hall* (Pl. E, 4), founded in 1230, with a façade of 1600. Among the eminent names connected with this small institution are Massinger, Whateley, and Speaker Lenthall. — We now proceed to the W. end of Merton St., where Oriel St. diverges to the right. In it, on the right, stands —

Oriel College (Pl. E, 4), founded in 1326, nominally by Edward II. but actually by Adam de Brome. The present buildings date mainly from 1630-42, and though destitute of marked architectural merit form a picturesque and pleasing whole. The library was erected in 1788. In the same street, a little farther on, is *St. Mary Hall* (Pl. E, 4), established in 1333 by Oriel and re-incorporated with that college in 1896; it is known in the undergraduate world as 'Skimmery'.

Sir Walter Raleigh, Bishop Butler, Gilbert White of Selborne, Cardinal Newman, Abp. Whateley, Keble, Dr. Thomas Arnold, Bishop Wilberforce, A. H. Clough, Thomas Hughes, and Pusey were members of Oriel.

Opposite St. Mary Hall, on the N. side of High St., are the new buildings of Brasenose College (p. 247) and **St. Mary the Virgin's** (Pl. E, 4), the University Church, open daily 8-8.30, 9.30-1, and 2-5 (sexton, 5 Bear Lane, Oriel St.). The handsome spire dates from 1300, the choir from 1460, the nave from 1488, and the S. porch with its curious twisted pillars (p. lxi), added by Dr. Owen, chaplain of Abp. Laud, from 1637. A slab in the chancel pavement records that Amy Robsart was buried in the choir in 1560. The University Sermons are preached here on Sun. morning and afternoon; the former is preceded by the special 'Bidding Prayer' for the University. — At the back (to the N.) rises the —

***Radcliffe Camera** (Pl. E, 4), or *Camera Bodleiana*, originally the home of the *Radcliffe Library* (comp. p. 249). The building (1737-9) is a handsome rotunda, embellished with columns, and surmounted by a dome resting on an octagonal base; Mr. Freeman considers it 'the grandest of all English-Italian designs'. The books were removed to the University Museum in 1861 and the building is now used as part of the Bodleian (10 a.m. to 10 p.m.; adm. 3*d.*). In clear weather an admirable *View of Oxford and the country round is obtained from the foot of the dome (adm. 6*d.*). — Opposite the W. gate of the Radcliffe Camera rises the old gate-tower of —

Brasenose College (Pl. E, 4), or the *King's Hall*, founded in 1509. The site of this college was originally occupied by a much older institution, called Brasenose Hall (probably from 'Brasenhus', or 'brewery'), the name of which seems to have been punningly perpetuated by an ancient knocker or door-handle in the form of a nose of brass. In its official documents the college is styled 'Collegium Aenei Nasi'.

The gate and the *Hall* have preserved their original character unaltered. The latter contains the 'brazen nose' and some interesting portraits and busts. This knocker, which is assigned by antiquarians to the early part of the 12th cent., long hung in a hall at Stamford, to which a body of Oxford students had migrated in 1334, but was brought back to Oxford

in 1890. It seems probable that it had originally belonged to the Oxford Hall and had been carried to Stamford as a visible sign of unity. A new quadrangle, including the *Principal's House*, was added in 1888; it is entered by a gateway in the handsome new façade adjoining St. Mary's in the 'High' (p. 246). The *Library* and the *Chapel*, completed in 1663 and 1666, show an unpleasing medley of Gothic and classic forms. The books of Brasenose contain the names of Foxe ('Book of Martyrs'), Burton ('Anatomy of Melancholy'), Ashmole (p. 254), Bishop Heber, Rev. F. W. Robertson, Dean Milman, and the Rev. H. Barham ('Ingoldsby Legends'). Brasenose is a famous boating and athletic college, and its boat is often 'head of the river'.

The large quadrangular block of buildings to the N. of the Radcliffe Camera contains the *Old Examination Schools* (comp. p. 251), begun in 1439 and completed in 1613-8. The principal entrance is by a Gothic gateway on the E. side. The side of the tower facing the court is adorned with columns of all the five Roman architectural orders, and with a statue of James I., supported by figures of Religion and Fame. The tower is crowned with an open parapet and pinnacles. The former Natural Philosophy School contains the *Hope Collection of Engraved Portraits*, over 200,000 in number (adm. free, 11-1 and 2-4; Sat. 11-1). — Since the erection of the New Schools (p. 251), however, the whole of this quadrangle has been absorbed by the ***Bodleian Library** (Pl. E, 3; open 9 to 3, 4, or 5, according to the season; adm. 3*d.*), which was originally established in 1445 by Humphrey, Duke of Gloucester, opened as a library in 1488, and practically refounded and rebuilt by Sir Thomas Bodley in 1597-1602. The entrance is in the S.W. corner of the quadrangle.

The library contains about 700,000 printed volumes, 30,000 vols. of MSS., drawings, and 50,000 coins. In the part of the reading-room open to visitors are glass-cases containing autographs of celebrated persons, some interesting memorials of Shelley, antiquities, curiosities of writing, remarkable early printed books, MSS. distinguished for their age or their illumination, and beautiful or singular bindings. On leaving the reading-room visitors ascend a few steps to the *Picture Gallery*, containing a collection of models of ancient temples and other buildings, a *Gallery of Portraits*, including a brass statue of the Earl of Pembroke, Chancellor of the University in 1617-30, and various historical relics (Sir Thomas Bodley's strong-box, Lord Clarendon's writing-desk, Shelley's guitar, a chair made from the wood of Drake's ship the 'Golden Hind', etc.).

Scholars and others desiring admission as readers must produce a signed recommendation (not introduction merely) 'from some approved man' (not necessarily a British subject).

We quit the Schools by the *Proscholium* or *Pig Market*, 'a rare example of an original ambulatory', the latter name commemorating the unworthy use to which the adjoining building was put in the reign of Charles I., and find ourselves opposite the —

***Divinity School** (Pl. E, 3), built in 1445-80 on a scale of great magnificence (see p. lx). The groined ceiling is remarkable for its beautiful tracery and pendants. In this hall the trial of Cranmer, Latimer, and Ridley was held in 1555. During the Civil Wars and the Commonwealth it was, like the other Schools, used as a store-house for corn, but at the end of the 17th cent. it was restored

by Sir Christopher Wren. — To the W. is the finely panelled **Convocation House,** used for the conferring of degrees, the election of professors, meetings of Convocation, and other university purposes. The adjoining robing-room is used as the *Vice-Chancellor's Court* for trying cases under its jurisdiction. The Divinity School and Convocation House are shewn daily (11-4; adm. 3*d.*) by the porter of the Clarendon Building (see below).

To the N. of the Schools rises the **Sheldonian Theatre** (Pl. E, 3; open daily 10-6, adm. 3*d.*), built by Sir Christopher Wren in 1664-9 at the expense of Archbishop Sheldon. This handsome edifice, which can accommodate upwards of 3000 persons, is used for the Encænia, or annual commemoration of founders, when prize-poems and essays are recited and honorary degrees conferred. On this occasion the undergraduates occupy the upper gallery and express their opinions frankly as to the different recipients of degrees.

The ceiling is adorned with paintings (restored 1900) by Streater, court-painter to Charles II., representing the triumph of Religion, the Arts, and the Sciences over Envy, Rapine, and Ignorance. Among the portraits are those of Archbp. Sheldon, Sir Christopher Wren, Lord Crewe, and the Duke of Ormond. The view from the cupola, which was added in 1838, resembles that from the dome of the Radcliffe Camera (p. 246).

The Theatre abuts on Broad St. and is adjoined on the W. by the Old Ashmolean Museum (Pl. D, 3), erected in 1683 for the collections presented to the University by Elias Ashmole (see p. 254), but now occupied by part of the Bodleian Library. Also in Broad St., to the E. of the Theatre, is the **Clarendon Building** (Pl. E, 3), built in 1713, in part with the profits of the sale of Lord Clarendon's History of the Rebellion, the copyright of which was presented to the University by his son. The Clarendon was occupied by the University printing-press until 1830, but now contains offices of the governing body of the University.

To the E. of the Clarendon Building, at the end of Broad St. and Holywell St., is the **Indian Institute** (Pl. E, 3), founded in 1883 and completed in 1896, intended for Indian students and for students qualifying for the Indian Civil Service. Its museum is open 10-4 in winter and 10-6 in summer. — In *Holywell St.*, to the E. of the Indian Institute, are a *Music Room* (concerts) and the new buildings of New College (p. 249).

In Mansfield Road, which leads to the N. nearly opposite the last, stand the handsome modern Gothic buildings (1893) of **Manchester College** (Pl. E, 3), a theological college connected with the Unitarians, transferred from London to Oxford in 1889. The chapel has fine stained-glass windows by Burne-Jones. — Farther to the N., in the same street, is **Mansfield College** (Pl. E, 2; buildings finished in 1889), a similar institution in connection with the Congregationalist body, and intended to serve as a centre for the more orthodox Nonconformists in Oxford.

From the end of Broad St. Park St. leads to the N. to **Wadham College** (Pl. E, 3; on the right), founded in 1613.

The *Gate Tower* and the timber-ceiling of the *Hall* deserve inspection, and the *Chapel* (see p. lxi), with some stained glass of 1622, is also fine. The **Gardens* are among the prettiest in Oxford. Among the alumni of Wadham are Sir Christopher Wren, Lord Chancellor Westbury, and Admiral Blake. The Royal Society (see *Baedeker's London*) grew out of meetings for scientific discussion held here in the time of the Commonwealth

(ca. 1648). Most of the leaders of the English Positivists (Congreve, Frederic Harrison, Beesly) came from Wadham.

Farther to the N. is the ***University Museum** (Pl. D, E, 1, 2), a Gothic building (1857-60), containing valuable geological, chemical, anatomical, zoological, and other collections (adm. daily 10-2, 6*d.*, 2-4 Thurs. & Sat. free, other days 3*d.*). A wing, added in 1887, contains the anthropological collections of Gen. Pitt-Rivers (d. 1900). Adjoining the museum are well-equipped *Laboratories* of chemistry, physiology, and experimental physics (Clarendon Laboratory). Immediately to the S. is the new building (1901) for the *Radcliffe Library*, a collection of works on natural science, founded by bequest of Dr. Radcliffe (d. 1714), court-physician to William III. and Mary II.

Nearly opposite the Museum is **Keble College** (Pl. D, 1, 2), a striking building in variegated brick, opened in 1870 as a memorial of the Rev. John Keble (p. 81), author of the 'Christian Year', and intended to afford the opportunity of a university career to those whose means do not permit them to study at the older and more expensive colleges. Keble resembles the Halls in having no Fellows.

The *Chapel* (completed in 1876), entered from the archway at its W. end (open 10-12 and 2-4, in summer till 5.30), is gorgeously adorned with mosaics; in the Liddon Memorial Chapel (adm. 6*d.*; tickets at the porter's lodge) is Holman Hunt's 'Light of the World'. The *Library* and *Hall* (1878) contain interesting relics of Keble and portraits of Keble (by Richmond), Liddon, Laud, etc. (open 2-4, in vacation also 10-12; adm. 6*d.*).

In front of Keble are the **University Parks** (Pl. E, F, 1), one of the most charming recreation-grounds in England. The scene during an important cricket-match is very bright and varied. The *Observatory* stands in the Parks.

From Keble we now return, passing Wadham College, to the end of Broad St., and follow Catherine St., which leads hence in a straight direction towards the S. To the left stands **Hertford College** (Pl. E, 3), founded in 1740 on the site of *Hart* or *Hertford Hall*, which dated from about 1282. About 1816 the college collapsed, and from 1822 to 1874 the buildings were occupied by *Magdalen Hall*. In the latter year the defunct Hertford College was resuscitated through the munificence of Mr. T. C. Baring, M. P.

Among the members of Hart Hall, Magdalen Hall, and Hertford College were Selden, Thomas Hobbes, Lord Chancellor Clarendon, Waller, Sir Matthew Hale, Dean Swift, and C. J. Fox.

New College St., between Hertford College and its new buildings (1904), leads hence to —

***New College** (Pl. E, F, 3), which in spite of its name is one of the oldest and most interesting buildings in Oxford. It was founded by William of Wykeham, Bishop of Winchester (p. 78), in 1379, and a great part of the building still retains its original appearance. The upper story of the principal quadrangle dates, however, from 1678, and the garden-wing was added in 1684. To the N., beyond the old city-wall, are the buildings erected by Sir G. G. Scott in 1876, to which an E. wing with a stately gate-tower (Robinson Memorial Tower), giving upon Holywell St., was added by Champneys in 1897.

The **Chapel*, which is, perhaps, the earliest building in England erected from the foundations entirely in the Perp. style, contains the silver-

gilt episcopal staff of the founder. The stained-glass windows in the ante-chapel and the upper lights of the other windows are old (14th cent.), the lower lights in the chapel itself are partly by Flemish (S. side) and partly by English (N. side) masters. The large W. window was executed in 1777 from designs by Reynolds. The fine reredos was restored in 1894, when the niches were again filled with statues. The organ is said to be one of the best in England. [Divine service is held daily at 8 a.m. (7.30 a.m. in summer) and 5 p.m.; adm. 11-1 and 2-4 free, at other times 1*s*.] The smaller quadrangle, adjoining the chapel, with its **Cloisters* and *Tower*, was not built till the rest of the college was completed. A manifold echo may be awakened here. The tower, the last work of William of Wykeham, seems to have been meant partly as a fortification. The beautiful **Gardens*, 'a sweet, quiet, sacred, stately seclusion' *(Hawthorne)*, are bounded on two sides by the old city-wall with its bastions. A gate in the city-wall leads to the 'Slype' (good view of the outside of the wall) and to the new buildings facing Holywell. Sydney Smith, Augustus Hare, and numerous bishops and archbishops were students of New College.

On quitting New College we turn to the left, pass beneath an archway, and reach the ancient church of **St. Peter in the East** (Pl. F, 4), with a Norman **Crypt* and *Choir* of the middle of the 12th century. The S. wall of the nave and its fine doorway date from the same period; the pillars and arches are of the 13th cent., the N. windows of the 14th cent., the W. and S. windows and the porch of the 15th century. — A few paces to the S. is —

St. Edmund Hall (Pl. F, 4), a small institution founded in 1226 and rebuilt in 1559. It contains the earliest window by Burne-Jones in England. In the quadrangle is a remarkably fine wistaria. Bishop Wilson, the Metropolitan of India, was a student here. — We now regain the High Street, where we turn to the left (E.) and beyond *Magdalen College School* (Pl. F, 3) reach, at the end of the street —

***St. Mary Magdalen College** (Pl. G, 4; pronounced *Maudlin*), founded by Bishop Waynflete in 1458, but not built till 1474-81. This college is perhaps the most beautiful in Oxford.

We enter the quadrangle by a gateway erected in 1885. In the corner to the right, on a level with the first-floor windows, is an old stone pulpit, from which a University sermon is still (after a long cessation) preached on the festival of St. John the Baptist. To the left are '*St. Swithin's Quad*' (1881; Bodley & Garner) and part of old Magdalen Hall; immediately opposite is the *President's House*. In the N.W. corner, beyond the ivy-clad *Muniment Tower*, is the so-called '*Founder's Tower*', containing a banqueting-room and two state bedrooms. These apartments were carefully restored in 1857 and contain some valuable old tapestry, representing the marriage of Prince Arthur, elder brother of Henry VIII., with Catherine of Aragon. The *Chapel* (adm. 2-4, free; service daily at 10 a.m. and 6 p.m., adm. to choir by ticket from a Fellow) was successfully restored in 1833 and contains an elaborate reredos with numerous modern statues. The *First Quadrangle* is surrounded with cloisters, one side of which is modern. In the S.E. corner is a flight of steps leading to the *Hall*, a fine room with carved oak panelling of 1541 and a modern oak roof. A small passage connects the cloister with the *Chaplain's Quadrangle*, a small court affording a good view of **Magdalen Tower*. The latter, erected in the Perp. style in 1492-1505, is one of the chief architectural glories of the city; it is said to have been built under the superintendence of Wolsey, when Bursar of the College. The choir sings a Latin hymn on the top of this tower at 5 a.m. on May Day, a custom supposed (but without sufficient reason) to have originated as an annual requiem for Henry VII. (d. 1509). The *Library*

contains some valuable MSS. (including Wolsey's copy of the Gospels) and early printed books. The tasteless *Fellows' Buildings* harmonize very badly with the older parts of the college. — The college **Grounds* should also be visited; *Addison's Walk* is said to have been a favourite resort of the essayist when an undergraduate, and the *Water Walks* along the Cherwell, of which it forms a part, are very beautiful. — The names of Wolsey, Hampden, Addison, Professor John Wilson, Charles Reade, Collins, Lord Selborne, Prof. Ferrier, Goldwin Smith, and Gibbon are among the most eminent on the books of Magdalen. The Fellows of Magdalen in 1688 earned a memorable place in history by their courageous resistance to James II.'s unconstitutional interference in the election of the president of the college.

On leaving Magdalen we see almost opposite us the gate (built in 1632) of the *Botanic Garden* (adm. free). To the left is *Magdalen Bridge* (Pl. G, 5), the regular approach to Oxford from the E. A little to the right we enjoy a capital view of the **High Street** or **'The High'** (Pl. G-D, 4), the principal street of the city, flanked on both sides with a long array of picturesque and interesting buildings. Wordsworth has devoted a sonnet to the 'stream-like windings of that glorious street', Hawthorne calls it 'the noblest old street in England', and Sir Walter Scott admits that it rivals the High St. of Edinburgh. We now follow it towards the W. On the left, at the corner of King St., is the *Delegacy of the Non-Collegiate Students*. Next door are the **New Examination Schools** (Pl. F, 4), a handsome building by Jackson (1882), with a fine entrance-hall. Visitors (3*d*. each, if unaccompanied by a member of the University) may enter any of the *Vivâ Voce* rooms and witness the examination.

A little farther on, to the right, is **Queen's College** (Pl. F, 4), founded in 1340 by Robert de Eglesfield, confessor of Philippa, consort of Edward III., and named by him in honour of his royal mistress. No part of the original building now remains; the present college dates from 1692, and its chapel from 1714.

The *Hall*, a well-proportioned room designed by Wren, is adorned with portraits of the founder and various benefactors of the college. The buttery contains an old drinking-horn, presented by Queen Philippa. The *Library*, which inherited a bequest of 30,000*l*. in 1841, is the largest collegiate library in Oxford. Queen's was the college of the Black Prince, Henry V., Cardinal Beaufort, Addison, Wycherley, Jeremy Bentham, William Collins, and Francis Jeffrey.

Opposite is **University College** (Pl. E, 4), which claims to have been founded by King Alfred, but has no substantial proof of an earlier origin than 1249, when William, Archdeacon of Durham, left a sum of money for the support of a number of masters, who, however, were not incorporated till 1280. University College is thus younger than Merton (p. 245) as an incorporated college, though it represents the earliest scholastic endowment in Oxford.

The present buildings date from 1634-74 and 1860. The imposing Gothic front, with two tower-gateways, is one of the most conspicuous ornaments of the High Street. On the W. gateway are statues of Queen Anne (outside) and James II. (inside), on the E. gateway are Queen Mary and Dr. Radcliffe. From the first door on the right in the W. quadrangle a passage leads to the *Memorial erected in 1893 to Shelley, who was an undergraduate at University College; the statue of the poet is by Onslow

Ford. The names of Lord Chancellor Eldon, Lord Herbert of Cherbury, the hymn-writer Faber, Robert Lowe (Lord Sherbrooke), and Dr. Radcliffe are also on the books.

***All Souls College** (Pl. E, 4), on the N. side of High St., was founded in 1437 by Archbishop Chichele, to provide masses for the souls of those who died in the Hundred Years' War with France. The second quadrangle was added in 1720.

The *Gateway*, with its fine vaulted roof, and the *First Quadrangle* are in the state in which they were left by the founder. The entrance to the *Chapel* (open 12-1 and 2-4), under the E. turret, has some exquisite fan tracery in the roof; inside is a very handsome reredos. The *New Quadrangle*, on the N. side of which is the *Library*, makes a somewhat imposing impression in spite of its questionable taste; it commands a good view of the Radcliffe (p. 246). The library, which numbers 80,000 vols. and ranks next to the Bodleian in importance, contains Wren's original designs for St. Paul's. All Souls is singular in having no undergraduates except four 'Bible Clerks', though it has 50 fellowships, mostly held by lawyers. Dr. Linacre, Jeremy Taylor, Herrick, Bishop Heber, Lord Salisbury, Blackstone, and Max Müller were members of All Souls. A curious song, apparently of Jacobean date, is still annually sung at the 'gaudé' of All Souls, commemorating 'a swapping, swapping Mallard', traditionally connected with the foundation of the college.

All Souls is adjoined by the church of St. Mary (p. 246), beyond which is *St. Martin's & All Saints' Church* (Pl. D, 4), built in 1705-8. At this point *Turl Street*, so named from an old entrance to the town at the N. end (A. S. *thyrl*, a hole), diverges to the right. In it, on the right, is —

Lincoln College (Pl. D, E, 4), founded by a Bishop of Lincoln in 1429. The chapel, dating from 1631, contains some good stained glass brought from Italy at that period. The hall has a fine open roof of chestnut timber. In the quadrangle to the right are two luxuriant vines.

John Wesley (whose rooms are shown) and Dr. Radcliffe (p. 249) were fellows of Lincoln, Mark Pattison was rector, and Robert Montgomery, the poet, was an undergraduate.

In the same street, separated from Lincoln College by a lane, is **Exeter College** (Pl. D, 3, 4), founded by Walter of Stapleton, Bishop of Exeter, in 1314. All the buildings have been repeatedly restored, and several of them were erected in the present century.

The **Chapel* is a very successful modern revival of 13th cent. Gothic (adm. 1-4, free). The *Hall*, built in 1618 and restored in 1818, is also noteworthy. On the S. wall is an Adoration of the Magi, executed in tapestry by William Morris, from a design by Burne-Jones. The *Fellows' Garden*, to which visitors are admitted after 1 p.m., affords a good view of the Bodleian Library and the Divinity School. The large chestnut at the foot of the garden is known as 'Heber's Tree', because it overhung Heber's rooms in Brasenose (see p. 246). Among the famous alumni of Exeter are the first Earl of Shaftesbury, Lyell, Dyce (the Shakespearian commentator), Sir John Gardner Wilkinson (the Egyptologist), F. D. Maurice, and J. A. Froude.

Opposite Exeter College stands **Jesus College** (Pl. D, 4), founded by Queen Elizabeth and Dr. Hugh Price in 1571, rebuilt in 1621-67, and restored in 1856.

The *Chapel* dates from 1621, and contains some oaken wainscoting of that period. The *Hall* contains a fine Jacobean screen and some portraits,

including one of Charles I., ascribed to Van Dyck, and there is a fine portrait of Queen Elizabeth by Zucchero in one of the common-rooms. The valuable Welsh MSS. belonging to Jesus College have been deposited in the Bodleian (p. 247). In the *Bursary* is a huge silver punch-bowl, holding ten gallons. This college was originally intended for Welsh students only, and divine service is still held in the chapel in Welsh twice a week. It has been prolific of Welsh bishops and numbers Beau Nash and J. R. Green among its alumni.

We now proceed to the N. end of Turl Street and cross *Broad Street*. Here, facing us, is the gateway leading to **Trinity College** (Pl. D, 3), established in 1554 on the site of a Benedictine college suppressed by Henry VIII. The *Chapel* (adm. 9–6, free), built in 1694 in the classical style, contains a beautiful carved screen and altar-piece by Grinling Gibbons. The new buildings (1887) are by Jackson. In the *Garden* is a celebrated avenue of limes.

Chillingworth, Selden, Landor, the elder Pitt, Lord Selborne, Cardinal Newman, James Bryce, Sir Richard Burton, and E. A. Freeman are among the members of Trinity.

In Broad St., to the W., lies —

Balliol College (Pl. D, 3), founded by John Balliol, whose son was for a short time King of Scotland, and Dervorguilla, his wife. Balliol made certain payments for the support of poor students at Oxford soon after 1260, but the college was not incorporated till after Merton (p. 245), and the charter of the Lady Dervorguilla dates from 1282. None of the present buildings are older than the 15th cent., and the S. front, with its massive tower, was rebuilt about 1870.

The Gothic *Chapel*, built by Butterfield in 1858, supplants one of the most perfect architectural groups in Oxford, consisting of the old chapel and library. The *Hall*, by Waterhouse (1876), contains portraits of Wycliffe, Jowett, Archbp. Tait, and Robert Browning (honorary fellow). Balliol is one of the largest colleges in Oxford, and its standard of scholarship is very high. It is much frequented by Scottish students. The library contains some ancient Bibles and valuable MSS., including MSS. of Browning's poems and the 'old yellow book' that figures in 'The Ring and the Book'. Wycliffe was for a time Master of Balliol, an office held until 1893 by Mr. Jowett. Besides several Archbishops of Canterbury, the books of the college contain the names of Adam Smith, John Evelyn, Sir William Hamilton (the metaphysician), Southey, Lockhart, Cardinal Manning, Dean Stanley, Matthew Arnold, A. H. Clough, and Swinburne.

To the W. of Balliol rises the church of **St. Mary Magdalen** (Pl. D, 3), founded in 1320. The tower dates from 1511–31, but the rest of the building has been so frequently altered and restored that almost nothing remains of the original structure. To the N. of the church stands the **Martyrs' Memorial** (Pl. D, 3), designed by Sir G. G. Scott and erected in 1841 to the memory of Cranmer, Latimer, and Ridley, who were burned in front of Balliol College in 1555 and 1556. The monument is in the richest Gothic style, and is adorned with statues of the three martyrs, by Weekes. — To the N.W. of the Memorial, at the corner of St. Giles Street and Beaumont Street, is the **Taylor Institution** (Pl. D, 3), built in 1845 for the teaching of modern languages. Immediately behind, and forming part of the same pile, are the ***University Galleries**

(Pl. C, 3), which have recently been considerably enlarged and now accommodate also the ***Ashmolean Museum.** The entrance is in Beaumont St. (open daily 11-4, adm. 3*d.*; Sat. 2-4, free).

The original collection of curiosities, formed by a Dutchman named Tradescant and known as 'Tradescant's Ark', was acquired by Elias Ashmole (1617-92), who, adding some collections of his own, presented the whole to the University in 1679. In 1874 the museum was removed from the Old Ashmolean Museum (p. 248) to its present home, where it has been incorporated with the University collections of sculptures and casts and enlarged by valuable bequests of art objects. It is now one of the most important museums of art and archaeology in the country.

On the GROUND FLOOR and in the BASEMENT are casts from the antique, the original models of Chantrey's busts and statues, and some of the *Arundel Marbles*, a collection of ancient sculptural fragments and inscriptions formed by an Earl of Arundel in the 17th century. On the groundfloor is also the **Westwood Collection of Fictile Ivories.*

FIRST FLOOR. The *Picture Gallery* here includes several portraits by *Sir H. Herkomer;* some fine water-colours by *Turner* (the gift of John Ruskin), *De Wint*, and *F. Mackenzie;* a very valuable series of drawings (157 by *Raphael*, 58 by *Michael Angelo*); etchings by *Rembrandt* and others; and a good collection of paintings by ancient and modern masters, including the Combe Bequest of works by *Holman Hunt*, *Millais*, and *W. Collins*, and a collection of miniatures.

The rooms behind the picture-gallery accommodate the remaining portion of the Ashmolean Museum. In the small anteroom adjoining the main picture-gallery are glass-cases containing historical relics and curiosities, including Guy Fawkes's lantern, the iron-lined hat of Bradshaw the regicide, and personal memorials of various sovereigns. The next room is devoted to the *'Fortnum Collection* of majolica, bronzes, finger-rings, and other mediæval and Renaissance art-objects. In the third room are Greek and Roman terracottas, vases, bronzes, etc., and the valuable series of *Cretan antiquities, discovered by Mr. Arthur Evans. The last room includes valuable collections of Prehistoric, Anglo-Saxon, Egyptian, and Oriental Art. In this room are shown also 'King Alfred's Jewell' (perhaps the handle of an *æstil* or pointed book-marker) and watches which belonged to Queen Elizabeth and Oliver Cromwell. — On the groundfloor of the S.W. wing is the *Ruskin Drawing School* (adm. by special permission only).

Nearly opposite the Taylor Institution, in St. Giles St., is **St. John's College** (Pl. D, 3), founded in 1555.

The old quadrangle belonged to the College of St. Bernard, founded by Archbishop Chichele about 1440; the *Hall* is of the same period, but has been restored. The *Chapel*, consecrated in 1530, was restored in 1843. From the first quadrangle a vaulted passage with delicate fan-tracery leads to the second quadrangle, built mainly by Archbishop Laud (1631), President of St. John's, who is buried in the chapel. The S. and E. sides are occupied by the library. The oriel windows on the garden side are very picturesque. The **Gardens* of St. John's, with their beautiful lawns, are among the finest in Oxford. The *Library* contains several relics of Abp. Laud, including the skull cap in which he was executed (1645); also some fine MSS. and early printed works. Among eminent members of St. John's are Abp. Juxon, Dean Mansel, and the poet Shirley.

Opposite St. John's is *Pusey House* (Pl. C, 3), an Anglican clergy-house, founded in 1884 in honour of Dr. Pusey, whose library it contains. *Pope's Hall*, farther on, on the right, accommodates Roman Catholic students. Beyond this point the road forks, the right branch (Banbury Road) leading past *St. Giles's Church* (Pl. C, 1), built about the year 1200, to Norham Gardens (right; Lady Margaret Hall, see p. 255) and *Wycliffe Hall*, an Anglican theological

seminary (1877). The left branch (Woodstock Road) leads to the Rom. Cath. *Church of St. Aloysius*, *Somerville College* (see below), and the *Radcliffe Infirmary* and *Radcliffe Observatory* (Pl. C, 1), both built at the end of the 18th cent. with funds bequeathed by Dr. Radcliffe (comp. p. 249).

Beyond the observatory we turn to the W. into Observatory Street, from which Walton Street diverges to the left, while Walton Well Road leads to the right to *Port Meadow* and the *Upper River*. In Walton St. stand the *University Press* (Pl. B, 1, 2), built in 1830, and *Ruskin College* (Pl. C, 2), founded in 1899 as Ruskin Hall, to serve as a kind of workman's college, by two American admirers of John Ruskin. At the S. end of Walton St., facing Beaumont St., is **Worcester College** (Pl. B, C, 3), erected in 1714 on the site of the Benedictine foundation of Gloucester College (1283; afterwards Gloucester Hall). One of the sides of the quadrangle is still adorned with the arms of different Benedictine monasteries.

The *Chapel* presents one of the richest Renaissance interiors in England, and the hall contains a few paintings. The *Library* has some valuable MSS. The shady *Gardens*, which contain a small lake, though less trim than some of the others, are very beautiful. Lovelace, De Quincey, Bonamy Price, and F. W. Newman studied at Worcester.

We now descend Beaumont Street, and turn to the right into Magdalen Street and *Cornmarket Street*. Here, to the left, stands **St. Michael's Church** (Pl. D, 3, 4), with a tower probably built by Robert d'Oily (11th cent.) as part of the town-wall; the rest of the church dates from various later periods. — To the right, a little way back from the street, are the rooms of the **Union Society** (Pl. D, 4), famous as a debating-society and undergraduates' club, founded in 1823.

Many of the most eminent of England's parliamentary speakers owe part of their success to their training in the debates of the 'Union'. Meetings for debate are held every Thurs. evening during term. The premises include reading, writing, smoking, and coffee rooms, a library, and a large hall in which the debates are held. The library is adorned with frescoes in tempera by Rossetti, Morris, and others (now much faded). Visitors may be introduced for a few days by a member.

A little farther on Cornmarket Street joins High Street at Carfax (p. 242), whence *Queen Street* leads to the W. to the remains of the old *Castle* (Pl. C, 4; in New Road), now consisting of little more than a Norman tower within the walls of the County Gaol. The Empress Matilda was besieged in this castle by Stephen in 1141, but escaped during the night and found refuge at Wallingford (p. 234).

Oxford possesses six halls for women, the discipline and tuition of which are similar to those of the men's colleges. *Lady Margaret Hall* (founded 1879) and *St. Hugh's Hall* (1886) are situated in Norham Gardens (beyond Pl. D, 1); *Somerville College* (1879), named in honour of Mrs. Somerville, the mathematician, is in Woodstock Road (Pl. C, 1). Near *St. Hilda's Hall* (Pl. G, 5; 1898), in Cowley Place, is *Cherwell Hall* (1902), a training college for teachers. *Nor-*

ham Hall, in Norham Road, is for foreign students. There are, farther, a number of 'unattached' students, under the supervision of a lady entitled Principal of the Home Students.

The scholarship of the women-students is tested by the examination papers of the University, but they have a separate class-list and are not yet allowed to take a degree. A large number of university and college lectures are open to women, and there are also special lectures, given by members of the university and also by women lecturers and tutors, some of whom are resident in the halls above mentioned. Each of the halls sends representatives to the Council of the Association for the Education of Women in Oxford (Clarendon Building, Broad St.), from the secretary of which all information may be obtained.

Excursions from Oxford.

Perhaps the most popular is that to *Woodstock* and *Blenheim*, which may be reached either by railway (comp. R. 34) or by road (carr. and pair there and back 30*s*.). Choosing the second and pleasanter of these alternatives, we leave Oxford by St. Giles Road and drive to the N.W., viâ *Wolvercote* and *Begbrooke*, beyond which we skirt Blenheim Park, to (8 M.) **Woodstock** *(Bear)*, a small and ancient town with 1681 inhab. and manufactories of leather gloves. Woodstock Manor was an early residence of the English kings, but no trace now remains of the palace built by Henry I. Edward, the Black Prince, was born at Woodstock in 1330, and here Henry II. is said to have constructed the bower for 'Fair Rosamond' (but comp. p. 14). The Princess Elizabeth was confined in the gate-house for some time by her sister Queen Mary. Chaucer was at one time a resident in Woodstock, and its name is also connected with literature through the romance of Walter Scott. A little way beyond the church is the entrance to ***Blenheim Park**, with the magnificent palace of the Duke of Marlborough. Woodstock Manor was presented to the first Duke of Marlborough in recognition of his numerous victories, and parliament voted him a sum of 500,000*l*. to build a residence. The park is about 12 M. in circumference and is stocked with deer. The *Palace* was built by Vanbrugh, and is a good example of his heavy though imposing style ('Lie heavy on him, Earth, for he Laid many a heavy load on thee'), with a Corinthian portico in the centre and two projecting wings. The length of the façade is nearly 400 ft. The interior is richly adorned with tapestry and painted ceilings by Thornhill. The best works of the valuable collection of paintings have been sold, but there still remain interesting examples of *Reynolds*, *Gainsborough*, *Hudson*, and others. The *Gardens* are very extensive and attractive, and contain temples, cascades, and fountains in the taste of the period. The park is always open to pedestrians, and the house (12-3) and gardens (12-4) are shown in summer on Tues. and Frid. (fee for each 6*d*.). Carriages must be accompanied by one of the lodge-keepers (fee 2*s*. 6*d*.).

About 3½-4 M. to the S. of Oxford, beyond *South Hinksey*, rises *Boar's Hill* (hotel), a favourite point for short walks. The walk may be continued to *Abingdon* (p. 231); or we may turn to the left at the end of *Bagley Wood*, cross the Thames at *Sandford Mill*, and return to Oxford by *Littlemore* (of which Newman was chaplain) and *Iffley* (p. 233). The last-named village, which affords a good view of Oxford, possesses an interesting Norman church. This is a round of 7-8 M.

About 6 M. to the W. of Oxford lies *Stanton Harcourt*, the ancient seat of the Harcourt family, reached by a pleasant walk passing *Cumnor* and (4 M.) *Bablockhythe*, where we cross the 'stripling Thames' by a ferry. The old manor-house was built in the reign of Edward IV. and contains a room in which Pope spent two summers. The curious old kitchen, which still remains, has been described as 'either a kitchen within a chimney or a kitchen without one'. Pope, who wrote the 5th book of his 'Iliad' here, has given a playful and picturesque account of Stanton Harcourt in one of his letters. Near the village are three large stones known as the

Devil's Quoits. — *Cumnor Hall* (destroyed) is known to all readers of Kenilworth and friends of the unfortunate Amy Robsart. The church contains the tomb of Anthony Forster, with a highly laudatory inscription.

Shotover Hill (600 ft.), 4 M. to the E., commands a fine view of Oxford and its environs. It was a favourite resort of the undergraduate Shelley. About 1½ M. farther on is *Cuddesden* (see p. 232), with the palace of the Bishop of Oxford and a large theological college.

A pleasant walk of 9-10 M. may be taken along the E. bank of the *Cherwell* to *Islip* (p. 232), *Oddington*, and *Charlton-on-Otmoor*. The church of Charlton has a fine rood-screen of carved oak (ca. 1500). A détour may be made to *Water Eaton*, on the W. bank, with a good Elizabethan manor-house. Boats may ascend the Cherwell to (9 M.) Islip, passing (1½ M.) *Parson's Pleasure*, the University bathing-place, below which ladies usually land, rejoining the boat higher up.

Archæologists may pay a visit to the 'British Village', near *Standlake*, about 7 M. to the S.W. of Oxford. A little to the E. of Standlake is *Gaunt House*, a moated dwelling-house of the 15th century.

Excursions may be made from Oxford also to *Dorchester* (p. 234), *Wantage* and the *Vale of the White Horse* (p. 114), *Wychwood Forest* (10-12 M. to the N.W.), etc.

Boating on the Thames is a very favourite recreation at Oxford (to London, see R. 32). Above Oxford the river is navigable as far as *Lechlade* (p. 201), 2 M. short of which is *Kelmscott*, with an Elizabethan manor-house, long the country-residence of William Morris (1831-96), poet and socialist, who is buried in the village. Two favourite points for short excursions are *Iffley* and *Nuneham* (see p. 233). Another is *Godstow Nunnery* (Trout Inn), 2 M. above Oxford, dating from the 12th cent.; the ruins are very scanty, and their chief interest arises from the fact that Fair Rosamond was educated here. About 1 M. to the W. of Godstow is *Wytham Abbey*, an Elizabethan mansion on the site of an early religious house. Visitors to the country round Oxford should be familiar with Matthew Arnold's 'Thyrsis' and 'The Scholar Gypsy'.

From Oxford to *Cambridge*, see p. 492; to *London*, see RR. 31, 32.

34. From Oxford to Leamington, Warwick, and Birmingham.

Kenilworth.

66 M. Great Western Railway in 1-3¼ hrs. (fares 11*s.*, 7*s.*, 5*s.* 6*d.*). Through-trains from London to Birmingham by this route (129 M.) take 2½-4 hrs. (fares 17*s.* 4*d.*, 11*s.* 10*d.*, 9*s.* 5*d.*).

Oxford, p. 238. — From (5½ M.) *Kidlington* a branch runs to the left to (3½ M.) *Blenheim & Woodstock* (p. 256). — 16 M. *Aynhoe.*

About ¾ M. to the N.E. is *Aynhoe Park* (W. C. Cartwright, Esq.), whence Charles I. issued a proclamation to his people after the battle of Edgehill (see p. 258). The house (adm. by special permission only) contains good paintings of the Spanish and Flemish schools (Murillo, Rembrandt, Frans Hals, etc.).

19 M. *King's Sutton*, with a fine church containing an ancient wooden pulpit (branch-line to *Kingham*, p. 201).

23 M. **Banbury** *(Red Lion*, R. 4*s.*, D. from 3*s.* 6*d.*; *White Lion)*, an old town with 12,967 inhab., on the *Cherwell*, famous for its cakes and ale. *Banbury Cross*, immortalized in nursery-rhyme, has been restored. Of the old castle nothing now remains but the moat and a fragment of the wall. The panelling and ceiling of a room in the *Reindeer Inn* are interesting.

From Banbury branch-lines diverge to Blisworth (p. 268), Woodford (p. 391), and Buckingham (p. 232). — Among places of interest near Banbury are *Broughton Castle*, *Wroxton Abbey*, and *Compton Winyates*, the beautiful Tudor seat of the Marquis of Northampton.

From (31½ M.) *Fenny Compton* lines diverge to Stratford (p. 263) on the left, to Woodford (p. 391) and to Blisworth (p. 268) on the right.

The former passes near Edgehill, 5 M. from Fenny Compton and 2 M. from *Kineton* station, where the first battle between the Royalists and Parliamentarians took place in 1642. On the ridge of Edge Hill is an absurd sham Gothic castle (now an inn), erected in 1750 to commemorate the battle. — About 3 M. to the S.W. of *Morton Pinkney*, on the line to Blisworth, is Sulgrave, the ancestral home of the Washington family. The manor-house was built by Lawrence Washington about the middle of the 16th cent. and bears the Washington coat-of-arms (comp. p. 201) on the porch. The distinguished American antiquary, Mr. Henry Waters, has almost conclusively proved George Washington's descent from the Sulgrave family. Sulgrave is 2 M. from *Helmdon* station (p. 391).

To the left rise the *Burton Dasset Hills*.

42 M. **Leamington.** — **Hotels.** *Regent, in the Parade, with garden, R. from 4*s.* 6*d.*, B. 2*s.* 6*d.*, D. 5*s.*; *Manor House, Avenue Road, near the stations, with garden, R. 5*s.* 6*d.*, D. 5*s.* 6*d.*; Clarendon, in the Upper Parade, R. 6*s.* 6*d.*, B. 3*s.*, D. 5*s.* — Bath, Bath St., R. 4*s.*, D. 3*s.* 6*d.*; Crown, R. 4*s.*, D. 3*s.* 6*d.*; Great Western, High St.; Avenue, pens. 7*s.*; Guernsey Temperance, R. or D. 2*s.* 6*d.*; York (temperance), Spencer St., R. 1*s.* 6*d.*, plain. — *Private Hotels:* Manor Villas, Avenue Road, board 7-9*s.* per day; La Plaisance, 41 Lansdowne Crescent, 7*s.*-10*s.* 6*d.*; Lachine, Charlotte St., 5-8*s.*; Langton House, 29 Leam Terrace, 7-9*s.*; Hawthorn House, 28 Leam Terrace, 5-7*s.*; and many other boarding-houses. — *Lodgings* abundant.

Baths. **Royal Leamington Bath & Pump Rooms*, Lower Parade, with swimming-basin and Turkish baths; *Hudson's Sulphur & Saline Springs*, High St.; *Old Spring Pump Room* (Earl of Aylesford's), Bath St.; *Oldham's Open-air Swimming Baths; Free Fountain* (saline), Bath St.

Railway Stations. *Great Western*, Old Warwick Road, *Avenue Station* (L. & N. W. R.), Avenue Road, both on the S. side of the town.

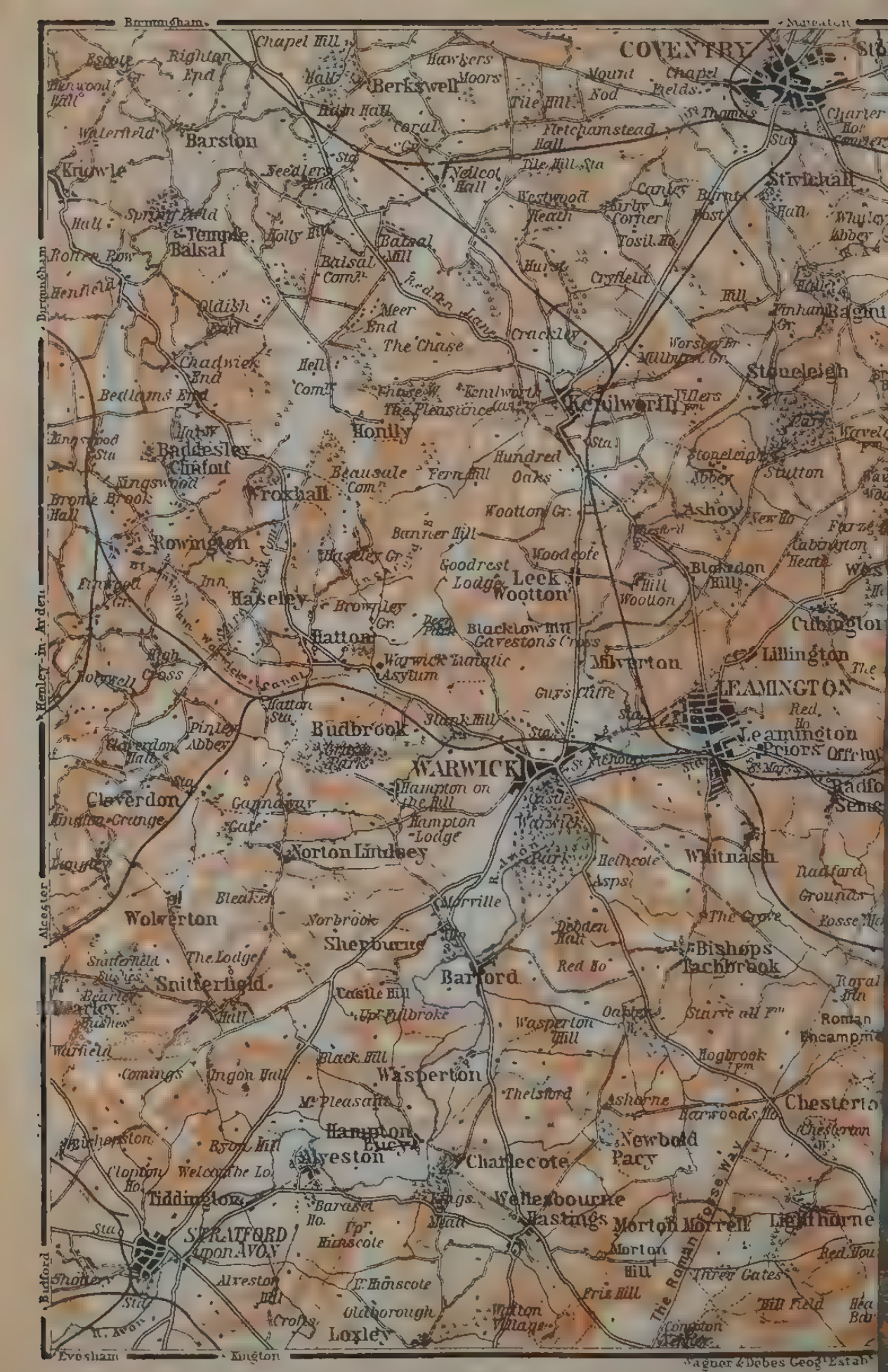
Cabs. Per mile 1-2 pers. 1*s.*, 3-4 pers. 1*s.* 6*d.*, each addit. ½ M. 6*d.*; per hour 2*s.* 6*d.*, for each addit. ½ hr. 1*s.*

Electric Tramway from *Avenue Station* to (2 M. in 26 min.) *Warwick* viâ *Milverton*, every 10 min. (fare 3*d.*).

Leamington, or *Leamington Priors*, a well-built watering-place with 26,077 inhab., is situated on the *Leam*, a tributary of the Avon, which is here crossed by three bridges. The streets are wide and pleasantly interspersed with trees and gardens. Leamington owes its prosperity to the chalybeate, saline, and sulphureous springs discovered here in 1797. The *Royal Pump Room* (see above) is adjoined by the *Pump Room Garden* (free), opposite which are the tastefully laid out **Jephson Gardens*. Leamington is also noted for its schools, the chief of which is *Leamington College*.

The *Town Hall*, a handsome Renaissance structure, with a campanile, is situated on the Parade, near the middle of the town. The **Church of All Saints*, a modern Perp. building, in the form of a Greek cross and of a somewhat foreign appearance, stands near the *Victoria Bridge* (view), over the 'high-complexioned Leam'. Near the L. & N.W. station is the *Technical School & Free Library* (1902).

Leamington is a convenient and comfortable centre whence to explore the Stratford and Warwick district. Among the best points for short walks are *Warwick Castle* (p. 260; tramway), 2½ M. to the W.; *Guy's Cliffe* (p. 261),



Birmingham
Nuneaton
Henley-in-Arden
Alcester
Bidford
Evesham
Kington
COVENTRY
Berkswell
Barston
Knowle
Temple Balsal
Balsal Mill
Balsal Com.
Oldish End
Meer End
The Chase
Crackley
Kenilworth
Stoneleigh
Stivichall
Honily
Baddesley Clinton
Wroxhall
Rowington
Haseley
Hatton
Leek Wootton
Ashoy
Milverton
Lillington
LEAMINGTON
Leamington Priors
Budbrook
WARWICK
Cleverdon
Norton Lindsey
Whitnash
Wolverton
Sherburne
Barford
Bishops Tachbrook
Snitterfield
Wasperton
Chesterton
Hampton Lucy
Alveston
Charlecote
Newbold Pacy
Tiddington
Wellesbourne Hastings
Morton Morrell
Lighthorne
STRATFORD upon AVON
Loxley
Chapel Hill
Hawkers Moors
Mount Nod
Chapel Fields
Tile Hill
Fletchamstead Hall
Nellcot Hall
Westwood Heath
Cryfield
Hundred Oaks
Wootton Gr.
Banner Hill
Goodrest Lodge
Blacklow Hill
Gaveston's Cross
Warwick Lunatic Asylum
Guys Cliffe
Hampton on the Hill
Hampton Lodge
Castle Hill
Wasperton Hill
Black Hill
Thelsford
Ashorne
Harwoods Ho.
Morton Hill
Fris Hill
Three Gates
Hill Field
Oldborough
Walton Village
Compton Verney
Alveston Hill
Crofts
Bearley Bushes
Warfield
Comings
Ingon Hall
Bleaken
Norbrook
Morville
Hogbrook
Roman Encampment
Royal Inn
Radford Grounds
Fosse Mo
Red Ho
Red Ho
Hellicote Asps
Dodden Hall
The Grove
Oakley
Starve all Fm
Wagner & Debes Geog. Estab.
1 : 191.400
Statute Miles
(Three Miles to an inch)
Kilometres

3 M. to the N.W. (tramway halfway); and *Offchurch Bury*, with a fine park, 3 M. to the N.E. — *Stratford-on-Avon* (p. 263) may be reached either by railway viâ Warwick and Hatton (p. 262), or by road (10 M.; coach daily in summer, 6*s.*, box-seat 7*s.* 6*d.*); *Coventry* (p. 271; 9 M.) by L. & N.W. Railway viâ *Milverton* and *Kenilworth* (p. 261). — The excursion to *Kenilworth* (p. 261), 5 M. to the N.W., is pleasanter by road. Guy's Cliffe and *Stoneleigh Abbey* (p. 262) may be included in the round. — *Chesterton*, 5 M. to the S., has a Perp. church. Other excursions may be made to *Hampton Lucy*, *Compton Winyates*, *Compton Verney*, etc. The student of English history will find the battlefields of Evesham, Tewkesbury, Bosworth, Naseby, and Edgehill all within reach.

From Leamington to *Rugby*, see p. 271.

Beyond Leamington the train crosses the *Avon*.

44½ M. **Warwick.** — Woolpack Hotel, R. from 4*s.*, D. 4*s.* 6*d.*; Warwick Arms, R. 4*s.* 6*d.*, D. 4*s.*, well spoken of; Bowling Green Inn, plain; *Dale Temperance, 14 Old Square, plain, R. or D. from 2*s.* — *White House*, Northgate, 6*s.* per day, *Mrs. Collier's*, 6 New St., two boarding-houses. — *Cabs* 1*s.* per M., 6*d.* each addit. ½ M.; with two horses 1*s.* 6*d.* and 9*d.* — *Electric Tramway* to Leamington, see p. 258.

Warwick, a quaint old town with 11,889 inhab., lies on a hil rising from the Avon, to the right as we quit the station. It is a place of great antiquity, having been originally a British settlement, afterwards occupied by the Romans. Its present name is Saxon. Many of the houses have retained their mediæval appearance, and two of the old gates, the *East* and *West Gate*, are still standing. The picturesque ivy-clad house at the bottom of the main street, near the station, formerly belonged to the Knights of St. John. From the station a footpath leads to the old *Priory of St. Sepulchre*, now a private residence.

In the centre of the town is the Perp. Church of St. Mary (open 10-1 and 2-4), rebuilt after a fire in 1694. The E. end escaped destruction. The exterior suffers from the poor tracery of the windows in the rebuilt portion, and from the incongruous parapet added to the roof. The tower (adm. 2*d.*) was restored in 1885.

The Interior makes a much more satisfactory impression, especially the *Chancel* (1394), which contains two fine recumbent effigies of the Beauchamp family (14th cent.) and some curious epitaphs on brasses in front of the altar. A mural monument was erected in 1888 to *Walter Savage Landor* (1775-1864), a native of Warwick. In the *Chapter House*, to the N. of the choir, is the tomb of Fulke, Lord Greville (d. 1628), the friend of Sir Philip Sidney. — Below the choir is an interesting Norman *Crypt*, containing one of the only two extant ducking-stools (comp. p. 152). — On the S. side of the choir is the chief glory of the church, the **Beauchamp Chapel* (adm. 6*d.*), a florid Perp. structure of 1443-64, recalling the Chapel of Henry VII. at Westminster Abbey. Among the numerous interesting monuments are those of *Richard Beauchamp*, *Earl of Warwick* (d. 1439), the founder of the chapel; *Robert Dudley*, *Earl of Leicester* (d. 1588), the favourite of Queen Elizabeth, with his wife Lettice; *Ambrose Dudley*, *Earl of Warwick* (d. 1589), the brother of the last; and an infant son (the 'Noble Impe', says the inscription) of Lord Dudley. The beauty of the first of these monuments shows that there was at least one English sculptor of the time not unworthy of comparison with his contemporaries, Donatello and Ghiberti.

Above the Market Hall, not far from the church, is the *Museum*, containing collections of birds, fossils, and local antiquities (open 11 to 4 or 5; adm. 3*d.*).

At the W. end of the High St., beyond the Warwick Arms, is the *Lord Leycester Hospital*, established by Robert Dudley, Earl of Leicester, for twelve poor brothers in 1571, in a quaint half-timbered building of earlier date (open till 7 p.m.; adm. 6*d*.).

The quadrangle is very picturesque, and the building contains several interesting relics, such as a Saxon chair, said to be 1000 years old, and a piece of needle-work by Amy Robsart. The Spanish chestnut beams of the hall look as white and fresh as if set up last week. The Bear and the Ragged Staff, the cognizance of the Warwick earldom, is frequently repeated, as in the Beauchamp Chapel (see p. 259), and indeed throughout the town. The chapel, built over the West Gate of the town (see p. 259), was founded in the 12th cent., but its tower is contemporaneous with the Lord Leycester Hospital (end of 14th cent.).

On a commanding position overlooking the Avon, at the S.E. end of the town, rises ***Warwick Castle**, the ancient and stately home of the Earl of Warwick. The castle, which is one of the finest and most picturesque feudal residences in England, probably dates from Saxon times; but the oldest portion now standing is the huge Cæsar's Tower, nearly 150 ft. high, which seems to have been built soon after the Norman Conquest. The great bulk of the residential part belongs to the 14th and 15th centuries. The roofs of the Great Hall and several other rooms were restored in the old style after a destructive fire in 1871. The outstanding event in the history of the castle is its successful defence by the Parliamentarians during the Civil War. Visitors are admitted to the castle from 10 a.m. to 5.30 p.m. (4.30 in winter) by tickets (2*s*. each) obtainable at a shop opposite the gate.

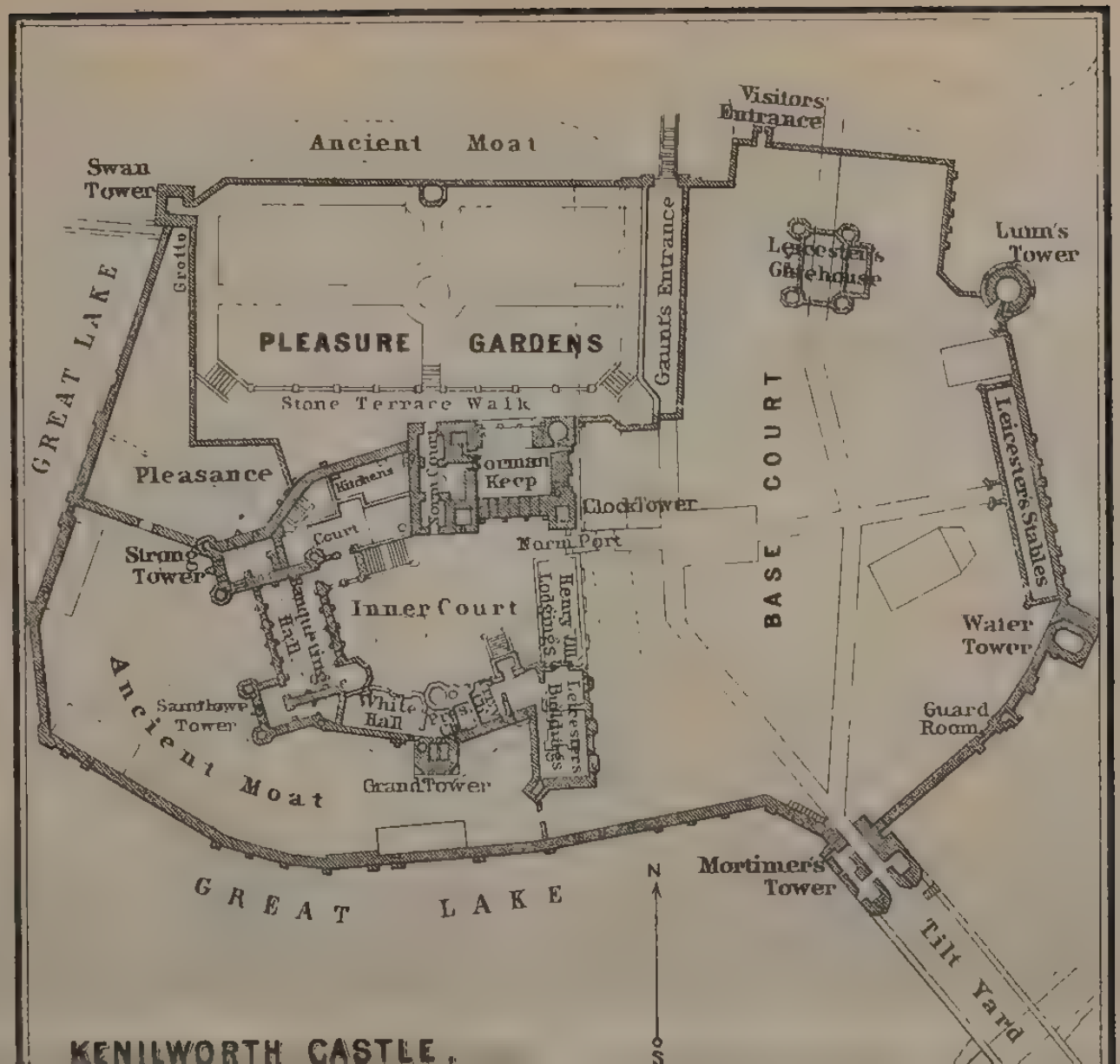
From the *Porter's Lodge* a short avenue cut in the solid rock leads to the *Outer Court*, with Cæsar's Tower (see above) to the left and *Guy's Tower* (128 ft.) to the right. The top of the latter affords an admirable *View. The double gateway between the towers leads to the beautiful **Inner Court*, with its velvety turf. Opposite us is the mound on which stood the original keep.

The Interior contains an interesting collection of paintings, old armour, and curiosities. In the *Great Hall* are the sword and other relics of the legendary Count Guy of Warwick (see p. 261), the mace of Warwick the 'King-Maker', the helmet of Cromwell, and the armour in which Lord Brooke was killed at Lichfield. The windows of this and many of the other rooms afford fine views of the Avon. Among the paintings are a portrait of Ignatius Loyola by *Rubens* (in the *Gilt Drawing Room*); Charles I. by *Van Dyck* (in the *Family Dining Room*); and several other portraits by the same masters. In the *Cedar Drawing Room* is a fine Venetian mirror, and in the *Gilt Drawing Room* an inlaid table of great value.

On issuing from the interior we proceed to the *Conservatory*, which contains the famous *Warwick Vase, found in Hadrian's Villa at Tivoli. The beautiful **Park* contains magnificent cedars and other trees.

An admirable *View of the castle is obtained from the bridge over the Avon, a little way from the lodge. 'We can scarcely think the scene real', says Hawthorne, 'so completely do those machicolated towers, the long line of battlements, the massive buttresses, the high-windowed walls, shape out our indistinct ideas of the antique time.' — The view is perhaps even better from an old mill, reached by the road descending from the lodge to the river.

Warwick is a good centre for excursions, the most popular of which are those to Kenilworth and Stratford, both reached either by road or railway.



KENILWORTH CASTLE.

From Warwick to Kenilworth. *By Railway* (L. & N.W. R.) from Milverton or Leamington (p. 258), in 10-15 min.; the railway-station at Kenilworth is ¾ M. from the castle. — *By Road* (preferable), 5 M.; carr. with one horse there and back 10*s.* 6*d.*, with two horses 20*s.*, including the driver's fee. A pleasant round may be made by returning viâ Stoneleigh Abbey and Leamington (carr. for the round 17*s.* 6*d.*, with two horses 25*s.*). — The road leads to the N., and soon reaches (1¼ M.) °Guy's Cliffe, the seat of Lord Algernon Percy, to which visitors are admitted in the absence of the family. The name is derived from Guy, Earl of Warwick (see p. 260), whose feats in slaying the Dun Cow and other monsters form part of English legendary lore. On the river, a little below the house, is a cave in which he is said to have lived as an anchorite after his return from the Holy Land, daily receiving alms from the Countess Felice, who did not recognize her husband in his disguise. At his death, however, he revealed himself to her, and the two were buried together in the cave in Guy's Cliffe. Near the cave is a small chapel, with an old and rude statue of Guy. The house, to which a new wing in the Gothic style has been added, contains some interesting paintings, including several by *Bertie Greatheed*, son of a former owner of Guy's Cliffe, a highly-gifted young artist who died in 1804 at the age of 22. Mrs. Siddons lived at Guy's Cliffe for some time before her marriage in 1773, as companion to the Lady Mary Greatheed of the time. A curious feature is the caverns and chambers cut out of the rock surrounding the courtyard. — A few yards down the road which diverges to the right, by a picturesque old mill said to be of Saxon date, a beautiful view of Guy's Cliffe House is obtained. — About ¼ M. farther on, to the left, is *Blacklow Hill*, on which is a monument to *Piers Gaveston*, the unfortunate favourite of Edward II., who was slain here in 1312. — In ½ M. more we have a pretty view, to the left, of *Wootton Court*. We soon reach (½ M.) the village of *Leek Wootton*.

About 1½ M. farther on are the first houses of *Kenilworth* (°Abbey, R. 4*s.*, D. 3-5*s.*; King's Arms Inn, see below, R. from 3*s.*, D. 2*s.* 6*d.*; The Limes Boarding House, Warwick Road, 2*l.* 2*s.* per week), a small straggling town with 4544 inhabitants. The castle is about 1 M. farther on. The King's Arms Inn contains the room in which Walter Scott made his first sketch of 'Kenilworth'. °Kenilworth Castle, one of the finest and most extensive baronial ruins in England, was originally founded by Geoffrey de Clinton, chamberlain of Henry I., about 1120. In the 13th cent. it passed into the hands of Simon de Montfort, and was maintained for six months by his son against the royal forces (1266). In 1362 Kenilworth came by marriage to John of Gaunt, who added largely to it. The castle afterwards became royal property, and in 1563 was presented by Queen Elizabeth to her favourite, the Earl of Leicester. Leicester spent enormous sums of money in enlarging and improving the building, and in 1575 entertained his royal patroness here in the magnificent style immortalized by Scott. Cromwell gave the castle to some of his officers, who demolished the stately pile for the sake of its materials and scattered its costly collections. After the Restoration it passed into the hands of the Earls of Clarendon, who still retain it. Perhaps no other English castle has had more varied points of contact with English history, from the stormy and semi-barbarous times of Simon de Montfort, down through the pompous and courtly luxury of the Elizabethan period, to the iconoclastic days of the Protectorate; while under the touch of the 'Magician of the North' it has renewed its youth in our own era, and, ruin though it be, is more familiar and present to contemporary thought than almost any occupied mansion in the country.

We enter (adm. 6*d.*) by a small gate to the N.W. of *Leicester's Gatehouse* (now occupied as a private dwelling), and passing along the wall turn to the right and obtain a view of the main part of the building. The part nearest us (to the right) is the *Norman Keep* or *Caesar's Tower*, which seems to have had three or four stories; the walls are 15-16 ft. thick. Beyond this, to the W., is a vacant space formerly occupied by the *Kitchen*, crossing which we reach (at the N.W. angle) the *Strong* or *Mervyn's Tower*, built by John of Gaunt (ca. 1392); the 'small octangular

chamber' on the second floor is that assigned by Walter Scott to Amy Robsart. The *Pleasance*, of which it 'commanded a delightful view', is now an orchard and vegetable garden. The grotto in which Amy was discovered by the Queen adjoined the *Swan Tower*, at the apex of the Pleasance. At right angles to Mervyn's Tower is the **Banqueting Hall*, also built by 'time-honoured Lancaster', with two fine oriels at its S. end. The three apartments next in order, on the S. side of the quadrangle, are known as the *White Hall*, the *Presence Chamber*, and the *Privy Chamber*, and also date from the Lancastrian period. The large pile at the end, with Tudor windows, was erected by the Earl of Leicester, and in spite of its comparative youth needs support which the Norman keep disdains. The buildings just described form the Inner Court; and the outer line of defence, with the *Swan*, *Lunn's*, *Water*, and *Mortimer Towers*, may also be traced. The *Great Lake* lay to the W. and S. of the outer wall; and the *Tilt-Yard* lay outside Mortimer's Tower, at the S.E. angle of the enclosure. The *Chapels*, those of the original Norman building and of John of Gaunt, have disappeared. Comp. the Plan.

If time permit, we may, before leaving Kenilworth, visit the *Parish Church*, with some Norman details, and the adjacent fragmentary ruins of *Kenilworth Priory*, founded by Geoffrey de Clinton (see p. 261).

About 3 M. to the E. of Kenilworth is **Stoneleigh Abbey**, the seat of Lord Leigh, a large mansion erected in the 18th century. It occupies the site of a Cistercian abbey, of which a gateway (16th cent.) remains, and contains a number of family portraits and other paintings, some good stucco-work, and fine wainscoting (state rooms shown by special permission). Stately oaks in the park. — About 6 M. to the N.W. of Warwick, 4 M. from Kenilworth, and 2½ M. from Lapworth (see below), is *Wroxhall*, a modern mansion, incorporating some remains of a priory of the 12th century. The church also is interesting.

From Warwick to Stratford-on-Avon. *By Railway* (G. W. R.), 14½ M., in ½-1 hr. (fares 2*s.* 3*d.*, 1*s.* 5*d.*, 1*s.* 1½*d.*). To (4½ M.) *Hatton* (where carriages are sometimes changed), see below. — Our train here diverges to the left (S.) from the main G. W. R. line to Birmingham. — 6½ M. *Claverdon*; 10 M. *Bearley*, the junction of a line to (7 M.) *Alcester* (p. 202); 11½ M. *Wilmcote*, the birthplace of Mary Arden, Shakespeare's mother. — 14½ M. *Stratford-on-Avon* (p. 263). — *By Road*, on the left bank of the Avon, 10 M. (carr. with one horse 12-13*s.*, with two horses 15-20*s.*). We leave Warwick by the road leading past the Leycester Hospital (p. 260), and at first follow the right bank of the *Avon*. At the fork we keep to the left, soon seeing to the right the beautiful little Gothic church of *Sherburne*, by Sir G. G. Scott. At (2 M.) *Barford*, which has an old church-tower said to show marks of Cromwell's cannon-shots, we cross the river, and about 1½ M. farther on we pass the village of *Wasperton* (to the right), with a restored church. — About ½ M. beyond Wasperton our road diverges to the right from the highroad, and reaches (1 M.) *Charlecote* and the N. extremity of *Charlecote Park* (see p. 266; view of the house to the right). The road now skirts the E. side of the park and then turns to the right and skirts its S. side. After 1 M. we pass the lodge-gate at the S.W. angle of Charlecote Park. The pretty village of *Alveston* lies among trees to the right, 1 M. farther on, in a loop of the river, of which the road forms the chord. ¾ M. *Tiddington*, with some quaint old houses. After 1¼ M. more we reach the bridge leading across the Avon to Stratford. — The direct route from Warwick to Stratford (8 M.) follows the right bank of the Avon, but at some distance from the river.

Excursions may be made from Warwick also to *Leamington* (p. 258), *Edgehill* (p. 258), *Coventry* (p. 271), etc.

Beyond Warwick the train quits the valley of the Avon. — 49 M. *Hatton*, the junction of a line to Stratford-on-Avon (see above). — 53 M. *Lapworth*, junction for Henley-in-Arden (p. 278); 55½ M. *Knowle*, with an Idiot Asylum and a handsome church; 58½ M. *Solihull* (George), a prettily situated village with an

A
B
C
D
1
2
3
4
5
6
Great Western Station
Shakespeare's Birthplace
Harvard House
P.O
Town Hall
New Place
Guild Chapel
Guild Hall
Grammar School
Shakespeare Memorial Buildings
Holy Trinity Church
East & West Junction Stations
STRATFORD-ON-AVO
1:1600
Metres

interesting restored church, in the Dec. and Perp. styles. 62½ M. *Tyseley*, junction for a line to Stratford-on-Avon (p. 278). — 64 M. *Small Heath & Sparkbrook*; 65 M. *Bordesley*. The train then traverses the manufacturing suburbs of Birmingham.

66 M. **Birmingham** (Snow Hill Station), see p. 273.

35. Stratford-on-Avon.

Approaches. *From London* (Paxes 16s., 10s 6d, 8s. 5d.). *From Marylebone Station* (G. C. R.), 93¼ M. in 2¼-3¾ hrs. (no 2nd cl.), viâ Woodford (comp. pp. 333 331) and Kenny Compton; to *New St. Station*; from *Paddington Station* (G. W. R.), 124½ M. in 2¼-3½ hrs., viâ Oxford, Banbury, and Halton (comp. R.R. 34a, 34), to *Alcester Road Station*; from *Euston Station* (L. & N.W. R.), 101 M. in 3 3½ hrs., viâ Bilsworth (comp. pp. 266 263) and Woodford, to *New St. Station*. — From Birmingham, see p. 278. From Cheltenham viâ Honeybourne, see p. 135. From Warwick, see p. 282. — From Leamington, see p. 259.

Railway Stations. *East & West Junction* (Pl. B, 6), New St., for Marylebone, Euston, Woodford etc. — *Great Western* (Pl. A, 2), Alcester Road, for Paddington, Oxford, Cheltenham, etc.

Hotels. *Shakespeare (Pl. b; C, 3), with rooms named after Shakespeare's plays, R. from 4s. 6d., D. 4-5s.; Red House (Pl. a; C, 2), R. or D. 4s., see p. 266; *Golden Lion (Pl. c; C, D, 2), Bridge St., R. 2s. 6d., D. 3s.; McNeille's Temperance (Pl. d; C, 2), R. or D. 2s. 6d.; Falcon (Pl. e; C, 3), R. 3s 6d., pens. 10s.; Fountain Temperance (Pl. f; B, 2); Old Red Lion (Pl. g; D, 3), unpretending. — *Avondene Boarding House*, Warwick Road, 6-8s. per day; *Mrs. Beveridge*, 2 Glencoe, Arden St., 4-7s.; *Miss Hobbs*, 3 Chestnut Walks, 5s.; *New Place*, 4 Chapel St., 30 40s. per week; *Miss Hayward*, 18 Church St., R. & B. 2s. 6d. — *Shakespeare Restaurant*, 31 High St.; *Refl. Rfmt. Rooms.*

Stratford-on-Avon is a clean and well-built little country-town of (1901) 8310 inhab., with wide and pleasant streets containing numerous quaint half-timbered houses. It is a place of some antiquity, and is mentioned in a Saxon charter of the 8th century. Though not without importance as an agricultural centre, it owes its prosperity chiefly to the memory of the great dramatist born here in 1564, whose name and form have been imported, in one shape or another, into the trade-mark of almost every saleable article in the town. About 30,000 pilgrims (one-fourth Americans) annually pay for admission to Shakespeare's House, while many thousands of other visitors also flock to the town in summer.

***Shakespeare's House** (Pl. C, 2), in which the poet was born on 23rd April, 1564, is in Henley St.; it is now national property, and is kept in scrupulously good order. It is shown daily (except Sun.) from 9 a.m. to 6 p.m. (adm. 6d.; museum 6d. extra; tickets at the adjoining house). The house has undergone various vicissitudes since Shakespeare's day, but the timber framework, the floors, most of the internal walls, and the cellars remain substantially unaltered, and the restoration in 1857 was directed towards a reproduction of the building as it stood in 1564.

Interior. The small chamber facing the street, on the first floor, has been consecrated by tradition as that in which the poet was born. The walls of all the rooms were covered with the inscribed names of visitors; but these were concealed with whitewash for many years. The

signatures of Walter Scott and Thos. Carlyle (both scratched on the window), Thackeray, Kean, and Browning are, however, still pointed out in the birthroom. No new names are now allowed to be added. The back-room on the upper floor contains the so-called 'Stratford Portrait' of Shakespeare, now declared by Mr. Sidney Lee to have been probably painted from a bust in the 18th century. Below the *Kitchen*, on the groundfloor, is a dark *Cellar* (not shown), one of the few rooms that has not been changed since the poet's boyhood. — The rooms to the right on the groundfloor are fitted up as a *Shakespeare Museum*, and contain a most interesting collection of portraits, early editions, and other more or less authentic relics of the great dramatist. The upper floor (originally in two stories) is now the *Library*. — The *Garden* at the back of the house contains a selection of the trees and flowers mentioned in Shakespeare's plays.

From Henley St. we may now pass through *High Street* (Pl. C, 3), where, on the left, at the corner of Bridge St., is the *Quiney House*, occupied for 36 years by the poet's daughter Judith (Mrs. Quiney). Farther on, on the right, is the picturesque half-timbered Harvard House, bearing the date 1596, once the home of Katharine Rogers, mother of John Harvard.

This house, restored under the direction of Miss Marie Corelli, was presented by Mr. Edward Morris to Harvard University in 1909, to serve as a 'house of call' or club for American visitors (adm. to view the house 6*d.*; day-ticket 1*s.*; members of Harvard University free).

The so-called *Tudor House*, at the corner of Ely St. and High St., was restored by Miss Corelli. Opposite, at the corner of Chapel Street, is the *Town Hall* (Pl. C, 3), on which is a statue of Shakespeare, presented by David Garrick; inside are portraits of Shakespeare by *Wilson* and Garrick by *Gainsborough* (fee).

At the other end of Chapel St., also to the left, is **New Place** (Pl. C, 3), the site of the house in which Shakespeare resided on his return to Stratford, and where he died on 23rd April, 1616.

In the middle of last century, the house, said to have been built by Sir Hugh Clopton about 1490, came into the possession of the Rev. Francis Gastrell, who razed it to the ground in 1759, owing to a quarrel about the rates, having already cut down the poet's mulberry-tree in 1756 to avoid the importunities of visitors! The adjoining house, now also called New Place (adm. 6*d.*) contains another but less interesting *Shakespeare Museum*, through which we obtain access to the gardens with the foundations of Shakespeare's house, an old well, and a scion of the mulberry. — Behind (entr. from Chapel Lane) are the *New Place Public Gardens* (open free all day in summer; Sun. 2-6).

Opposite New Place, at the corner of Chapel Lane and Church St., stands the *Guild Chapel* (Pl. C, 3), rebuilt by Sir Hugh Clopton (see above) and still, like the parish-church and the grammar-school, externally much the same as in the poet's days. It is adjoined by the old *Guild Hall* (Pl. C, 4), where Shakespeare may often have seen the performances of strolling players; while the upper story, substantially unchanged but restored in 1892, is the *Grammar School* (adm. 6*d.*) in which he was educated, founded in the 14th century.

At the end of Church St. we turn to the left and follow the road named *Old Town* to the ***Church of the Holy Trinity** (Pl. C, 5), charmingly situated amid trees on the bank of the Avon. The

central tower dates from the 12th cent. and is surmounted by a lofty spire of later date. The nave and transepts rank next in age, and the church was completed in the 15th cent. by the addition of the clerestory and the rebuilding of the chancel by Dean Balsall. Traces of an earlier church have been exposed in the N. transept. The church (adm. 6*d.*) was restored in 1890-2 and 1898. Daily matins, 10.15-10.45 a.m.

The imposing *Interior contains many monuments of interest; but 'the mind refuses to dwell', as Washington Irving says in his well-known sketch, 'on anything that is not connected with Shakespeare. His idea pervades the place; the whole pile seems but as his mausoleum. The feelings, no longer checked and thwarted by doubt, here indulge in perfect confidence; other traces of him may be false or dubious, but here is palpable evidence and absolute certainty'. The *Grave* of the poet is on the N. side of the chancel, and is covered by a slab bearing an oft-quoted inscription. On the wall above is the familiar *Bust*, executed soon after Shakespeare's death by Gerard Johnson. The original colouring has been reproduced. The adjacent stained-glass window, representing the Seven Ages, was erected with the contributions of American visitors. — Close to Shakespeare's tomb are those of his wife, *Anne Hathaway* (d. 1623); his daughter, *Susan Hall* (d. 1649); his son-in-law, *Dr. Hall* (d. 1635); and *Thomas Nash* (d. 1647), the first husband of his granddaughter Elizabeth. — Among the other monuments in the chancel are the altar-tombs of *Dean Balsall* (d. 1491; see above) and *John Combe* (d. 1614), the money-lender. The large E. window, representing the Crucifixion, is flanked by statues of SS. George and Margaret. — Another memorial window, presented by Americans, was unveiled in the S. transept in 1896. The main subject is the Incarnation; in the E. side-light are figures of the Bishop of Worcester (A.D. 716), Charles I., and Archbp. Laud, with the Death of Laud below; in the W. side-light, Amerigo Vespucci, Columbus, and William Penn, with the Landing of the Pilgrim Fathers below. The design also includes figures of John de Stratford, Archbp. of Canterbury in 1333, St. Eric, first transatlantic bishop (in Greenland), and Bp. Seabury, first Bishop of Connecticut. — The *Clopton Chapel* (originally the Lady Chapel), at the E. end of the N. aisle, contains the monuments of *Sir Hugh Clopton* (p. 264), the *Earl and Countess of Totnes* (d. 1629 and 1636), and other members of the Clopton family. — The *Pulpit*, in the nave, was presented by Sir Theodore Martin in 1900 in memory of his wife, Helen Faucit (d. 1898). The figure of St. Helena on the exterior is a portrait of the distinguished Shakespearian actress. — The font in which Shakespeare was christened, the register containing the entries of his baptism and funeral, and an old chained Bible (1611) are shewn to visitors.

The *Shakespeare Memorial Building* (Pl. D, 3, 4; adm. 6*d.*), situated on the Avon, a little above the church, at the end of Chapel Lane, was erected in 1879, in red brick and stone, which time has not yet brought into harmony with its venerable surroundings. It includes a *Theatre*, in which annual memorial performances are held in April and occasional performances in winter, a gallery of Shakespearian paintings, and a library of rare Shakespearian books. The 'Droeshout Portrait' of Shakespeare here has features of unique interest. We may notice also a cast of the bust in the Garrick Club (London), and a bronze bust by William Page, taken from a supposed death-mask of the poet found in a rag-shop of Mayence. Visitors should ascend the tower for the *View of Stratford. In the adjoining grounds is the *Shakespeare Monument*,

presented in 1888 by the sculptor, Lord Ronald Gower. On the top is a colossal seated figure of the poet, and round the base are figures of Lady Macbeth (representing Tragedy), Prince Hal (History), Falstaff (Comedy), and Hamlet (Philosophy). — Higher up is the 'great and sumptuous *Bridge* upon the Avon', built by Sir Hugh Clopton (p. 264). It commands a charming *View up and down the river.

In Bridge Street, which leads from the bridge into the town, is the *Red Horse Hotel* (p. 263), containing the room in which Washington Irving wrote his delightful paper on Stratford-on-Avon. The chair he sat in and the poker with which he meditatively poked the fire are still shown as 'Geoffrey Crayon's Throne and Sceptre'. — The *Fountain and Clock Tower* (Pl. B, 2), at the end of Wood St., the E. continuation of Bridge St., was presented in 1887 by an American.

About 1 M. to the W. of Stratford is *Shottery* (beyond Pl. A, 3, 4), which is best reached by a footpath, starting either from Evesham Place, or from a point near the G. W. R. Station (Pl. A, 2). **Anne Hathaway's Cottage* is still standing here in substantially the same condition as when Shakespeare courted his future wife. It was purchased for the nation in 1892 for 3000*l.* It is still occupied by a descendant of the Hathaway family (Wm. Baker). It contains an old settle, a carved bedstead, some 'everlasting linen sheets', and other relics of 300 years since. In front of the cottage is a small garden, gay with old-fashioned flowers. — From Shottery the walk may be continued to *Luddington*, where Shakespeare is supposed to have been married, 2 M. to the S.W. The church has been entirely rebuilt.

Charlecote, the mansion where, according to the story, Shakespeare was brought up before Sir Thomas Lucy for deer-stealing, is still occupied by a collateral descendant and namesake of that worthy 'Justice Shallow'. The house contains a good collection of old paintings, antique furniture, and many objects of Shakespearian interest, but neither it nor the park (still well-stocked with deer) is now open to visitors. Boating-parties, however, are allowed (for a fee of 2*s.* 6*d.*) to pass through the barriers on the Avon in front of the house, an extensive red brick building of the Elizabethan period. — *Charlecote Church* (road hither, see p. 262) contains several monuments of the Lucy family, including one to the wife of Sir Thomas Lucy, with a fine epitaph, ascribed to the knight himself, which should go far to prove that Shallow, if indeed meant for Sir Thomas, is a caricature of the original. The church was rebuilt in 1852, the old Lucy chapel and vault being incorporated with the new structure.

Lovers of Shakespeare will find much that is most suggestive and interesting in the quaint little villages around Stratford; longer excursions may be made to *Warwick* (p. 259), *Leamington* (p. 258), *Kenilworth* (p. 261), *Evesham* (p. 201), *Edgehill* (p. 258), *Sulgrave* (p. 258), etc.

36. From London to Birmingham

viâ Rugby and Coventry.

113 M. L. & N. W. Railway *(Euston Station)* in 2-3¼ hrs. (fares 17*s.* 4*d.*, 11*s.* 10*d.*, 9*s.* 5*d.*). Luncheon or dining cars are attached to the principal trains. The country traversed is somewhat monotonous.

Birmingham may be reached also by the G. W. Railway *(Paddington Station)* viâ Didcot and Oxford (129 M. in 2¼-4¼ hrs.; same fares); comp. RR. 31a, 34.

Traversing Camden Town, with the principal depôt of the North Western Railway, and passing *Chalk Farm*, the train threads the Primrose Hill Tunnel, 1180 yds. long. Near (3 M.) *Kilburn* is

another tunnel, after which we see *Kensal Green Cemetery* (see *Baedeker's London*) on the left. — 5½ M. **Willesden Junction** *(Rail. Rfmt. Rooms)*, an important railway-junction, passed daily by 700 trains. Beyond (8 M.) *Sudbury & Wembley* a view is obtained to the left of Harrow-on-the-Hill.

11½ M. *Harrow;* the station is 1 M. from the town of *Harrow-on-the-Hill* (p. 393). A short branch-line runs hence to *Stanmore.* — Near (13½ M.) *Pinner* (p. 393), to the right, are the red brick buildings of the *Commercial Travellers' Schools.* Beyond Pinner we notice the ingenious arrangement by which the locomotives supply themselves with water, without slackening speed, from troughs laid down between the rails. — 16 M. *Bushey* (The Hall, pens. 12*s.*-13*s.* 6*d.*), with golf-links, is the seat of an art-school founded by Prof. Herkomer in 1882. We cross the *Colne* by a high viaduct. — 17½ M. **Watford** *(Clarendon; Maldon),* with large breweries, is pleasantly situated on the Colne, among the woods of *Cassiobury* (Earl of Essex; let to Hon. Wm. Peel) and *The Grove* (Earl of Clarendon; interesting portraits). A pretty public walk crosses the park of the former, which contains also a fine golf-course, but neither house is shown. To the right are the buildings of the *London Orphan Asylum.* Watford is the junction of a line to (7 M.) *St. Albans* (p. 384), and of another to (4 M.) *Rickmansworth* (p. 392). — We now pass through another tunnel, upwards of 1 M. long, and cross the Grand Junction Canal. — 21 M. *King's Langley,* a pleasant village with a 16th cent. church containing the tomb of Edmund Langley (d. 1402), Duke of York, son of Edward III. The adjacent village of *Abbot's Langley* belonged to the Abbey of St. Albans. — 24½ M. *Boxmoor,* the station for *Hemel Hempstead.* — 28 M. *Berkhamstead;* in the pretty valley to the left lies the town of *Great Berkhamstead* (King's Arms, R. 3*s.*, D. 3*s.* 6*d.*), birthplace of the poet Cowper (1731-1800), with the remains of a castle and a Dec. church.

About 3 M. to the N.E. is *Ashridge Park,* a seat of Earl Brownlow, the magnificent *Grounds of which, with their stately beech-woods, are open to the public. The house (adm. by special permission only), built in 1808, contains a fine collection of Italian and Flemish paintings (Luini, Fra Filippo Lippi, Catena, Cima da Conegliano, *Van Dyck, Rembrandt, and a masterpiece by *A. Cuyp).

We soon obtain a view of the *Chiltern Hills,* which give name to the 'Stewardship of the Chiltern Hundreds', a nominal office conferred upon members of parliament wishing to resign their seats. — 32 M. *Tring* (Rose & Crown) is an ancient town with a handsome church, 2 M. from the station (omnibus).

The mansion of *Tring Park* (Lord Rothschild) was built by Wren. Visitors are courteously admitted to the Hon. Walter Rothschild's excellent *Zoological Museum* on Mon., Tues., Wed., and Frid., 1-4 (Frid. also 10-12) in summer, and 3-6 (Wed. 4-7) in winter. — Several families of kangaroos have been successfully acclimatized in *Tring Woods.*

About 2½ M. to the W. of Tring is *Drayton Beauchamp,* where the 'Judicious Hooker' was rector (1585), when visited by Cranmer and Sandys, as narrated by Izaak Walton.

Beyond Tring the train traverses the Chiltern Hills by a deep cutting and enters Buckinghamshire. 36 M. *Cheddington* is the junction of a line to Aylesbury (p. 391). — 40½ M. *Leighton* is the station for *Leighton Buzzard*, *i.e.* 'Beau Desert' (Swan), a small town ½ M. to the W., with an E.E. church and a market-cross.

About 3½ M. to the S. (1 M. from Cheddington) is *Mentmore*, a seat of Lord Rosebery, of which Matthew Arnold says 'it is like a Venetian palace doubled in size, and all Europe has been ransacked to fill it with appropriate furniture' (no adm.).

From Leighton to Dunstable and Luton, 12½ M., railway in ½-1 hr. (fares 1*s.* 10*d.*, 1*s.* 1*d.*, 11½*d.*). — 7 M. **Dunstable** (*Sugarloaf*; *Red Lion*), a town with 5147 inhab. and manufactories of straw bonnets and baskets. Dunstable larks are sent in large quantities to London. The *Priory Church* (restored) is a fine Norman building, dating in part from the reign of Henry I. (1100-35). Charles I. slept at the Red Lion Inn here when on his way to Naseby. — 12½ M. **Luton**, see p. 384.

From Leighton an excursion may be made to *Woburn* (Bedford Arms, well spoken of), 7 M. to the N., with an ivy-clad church. **Woburn Abbey**, the seat of the Duke of Bedford, built in 1747 on the site of a Cistercian abbey, contains a good collection of antiquities, family-portraits, and paintings by Rembrandt, Hals, *A. Cuyp, Murillo, Canaletto, etc. (no adm.). The large deer-park, with a collection of foreign deer, and pleasure-grounds are also very fine. — Woburn is 5 M. to the E. of Bletchley and 2½ M. to the N. of *Woburn Sands*, the first station on the branch from Bletchley to Bedford (see below).

47 M. *Bletchley* (London & North-Western Hotel; Rail. Rfmt. Rooms), the junction of lines to Oxford (p. 238) on the left, and to Bedford (p. 383) and Cambridge (p. 483) on the right. — 52 M. *Wolverton* (Victoria; Rail. Rfmt. Rooms), on the *Ouse*, with the carriage-building works of the L. & N. W. R., employing over 4700 hands, is the junction for (4 M.) *Newport Pagnell* (Anchor; Swan), a small lace and paper making town, with a large church.

Close to Newport Pagnell is a *Saxon(?) Cemetery*, in which interesting bronze and lead relics have been found. A motor-car runs from Newport Pagnell to (6 M.) *Olney* (p. 383) in connection with the trains. — A steam-tramway runs from Wolverton to (2 M.) *Stony Stratford* and *Deanshanger*.

The train then crosses *Wolverton Viaduct* and enters the well-wooded county of Northampton. From (60 M.) *Roade* the trunk-line runs straight to Rugby, while a loop-line runs to the right viâ Northampton, rejoining the main line just before Rugby.

The first station on the main line beyond Roade is (63 M.) *Blisworth* (hotel), the junction of a line to *Towcester*, *Woodford*, and *Stratford-on-Avon* (comp. p. 258), and of another to *Banbury* (p. 257). Beyond Blisworth the train crosses the Grand Junction Canal, and soon after threads a tunnel 500 yds. long. 70 M. *Weedon*, with extensive barracks and a powder-magazine, is the junction of a line to *Daventry* and *Leamington* (p. 258). The line here follows the direction of the old Roman road known as *Watling Street*. Beyond (76 M.) *Welton* is the *Kilsby Tunnel*, 1⅓ M. long, on emerging from which the line enters Warwickshire. — 83 M. *Rugby*, see p. 271.

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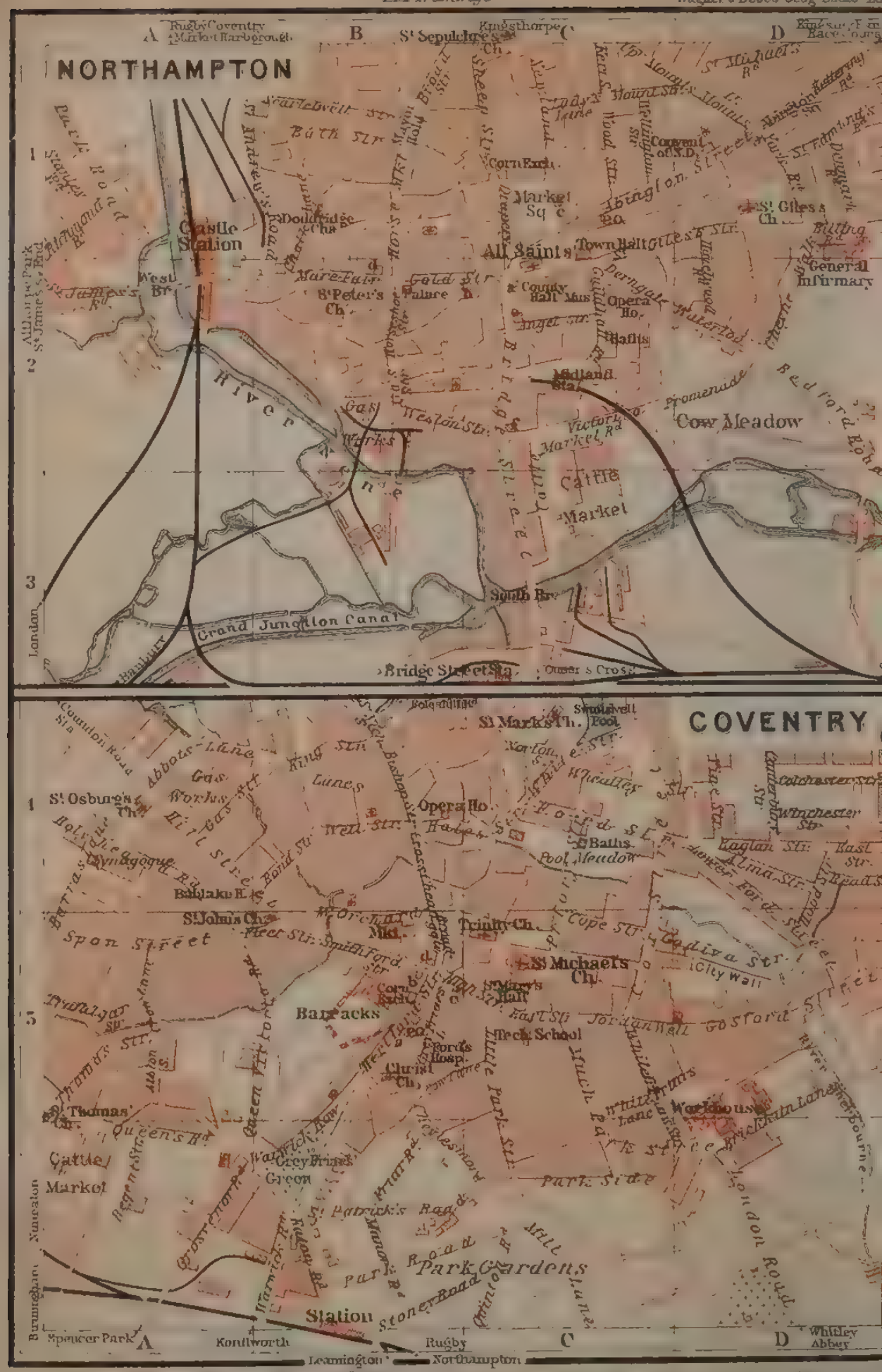


Leaving Roade (see p. 268) by the loop-line, we pass through a cutting and a short tunnel and soon reach —

66 M. **Northampton.** — **Hotels.** George (Pl. a; C, 2), George Row; Grand (Pl. b; B, C, 2), Gold St.; Peacock (Pl. c; C, 1), in the Market Place, R. 3*s*., D. 3*s*. 6*d*.; North Western (Pl. d; B, 2), Gold St.; Angel (Pl. e; C, 2), Plough (Pl. f; C, 2), Bridge St. — *Rail. Rfmt. Rooms.*

Cabs. From the railway-stations into the town, with luggage, 1-2 pers. 1*s*., 3 pers. 1*s*. 6*d*., 4 pers. 2*s*.; beyond the borough, 1*s*. per mile.

Electric Tramways traverse some of the principal thoroughfares. — *Hotel Omnibuses* meet the trains.

Railway Stations. *Castle Station* (Pl. A, 1, 2), for the L. N. W. trains; *Bridge St. Station* (Pl. C, 3; L. N. W.), for trains to Peterborough; *Midland* (Pl. C, 2), St. John's St., for trains to Bedford and the North.

Post Office (Pl. C, 1), Abington St. — *Opera House* (Pl. C, 2), Guildhall St.; *Palace Music Hall* (Pl. B, 2), Gold St.

Boats for hire on the Nene. — Bathing Places in Midsummer Meadow.

Northampton, the capital of the shire of that name and the seat of a Roman Catholic bishop, is a well-built town with (1901) 87,021 inhab., situated on the N. bank of the *Nene*, and widely known for its manufactures of boots and shoes. It is a place of considerable antiquity, and was the seat of numerous parliaments in the 12th, 13th, and 14th centuries. In 1460 the Lancastrians were defeated near Northampton, and Henry VI. taken prisoner by the Earl of Warwick.

From the *Castle Station* (Pl. A, 1, 2), which occupies part of the site of the ancient *Castle* (11th cent.), Mare Fair and Gold St. ascend to the E. to (1/3 M.) the *Drapery* and the spacious Market Square (Pl. C, 1), the busiest parts of the town, which are reached from the other stations viâ Bridge St., where the old *Hospital of St. John* (founded 1138) deserves attention. — To the right in Mare Fair, near the station, rises *St. Peter's Church* (Pl. B, 2), an interesting specimen of the enriched Middle-Norman style (p. xliii). The *Church of All Saints* (Pl. C, 2), at the S. end of the Drapery, was rebuilt after the devastating conflagration of 1675, but retains its 14th cent. tower rising above a classic façade, surmounted by a statue of Charles II. In George Row, to the S. of the church, are the *County Hall* (Pl. C, 2), in a Grecian style (17th cent.) and the *County Council Chamber* (1890), a little to the E. of which, in St. Giles Square, rises the effective Gothic façade of the *Town Hall* (Pl. C, 1, 2; 1864; extended in 1892), elaborately adorned with statues and other carvings. In Guildhall Road, opposite the Town Hall, are the *Museum* and the *Opera House* (Pl. C, 2).

On the N. side of the Market Square is the Parade, with the *Corn Exchange* (Pl. C, 1; 1850). Sheep St. leads hence to the N. to the **Church of St. Sepulchre* (Pl. C, 1), the most interesting building in Northampton, supposed to have been built by Simon de Liz at the beginning of the 12th cent., and one of the few round churches of England (comp. pp. 11, 490, 497).

The round church proper, which is supported by eight massive Norman piers with diverse capitals, is octagonal in the upper story. The present nave (originally the chancel of the round church) was added in the E.E.

period, and, with its aisles, lies five steps higher than the round church. The present chancel-apse is modern. The tower and spire are Perpendicular. In the interior the brass of George Coles (d. 1640), the 'Children's Window' (1887) in the S. aisle, and the modern font should be noticed.

From the N. side of All Saints' Church Mercers' Row and Abington St. lead past the *Post Office* (Pl. C, 1) and the large modern *Convent of the Sisters of Notre Dame* (Pl. D, 1) to Abington Square, in which is a terracotta statue of *Charles Bradlaugh* (1833-90), M. P. for Northampton in 1880-90. Thence Kettering Road (tramway) leads to the *Race Course* and the public *Common* (118 acres; golf-course), while Wellingborough Road (tramway) goes on to *Abington Abbey* (with a museum) and the *Public Park* (117 acres).

A little to the S.W. of Abington Square is the *Church of St. Giles* (Pl. D, 1), dating from the 12th cent., but frequently altered and restored. — *Doddridge Chapel* (Pl. B, 1), near the Castle Station, contains a tablet to *Dr. Philip Doddridge* (1702-51), the Nonconformist theologian, who ministered here for 21 years.

About 1 M. to the S. of Northampton is **Queen Eleanor's Cross*, the best survivor of those which Edward I. erected at every point where the body of his wife (d. 1290) rested on its way from Harby in Nottinghamshire to Westminster. Not far off is *Delapré Abbey*, on the site of an old Cluniac religious house. **Althorp**, the seat of Earl Spencer, 5 M. to the N.W. of Northampton and 1 M. from the station of Althorp Park (see p. 271), contains some fine family portraits by *Gainsborough*, *Reynolds*, *Van Dyck*, *Lely*, etc., and paintings by *Holbein* (Henry VIII.), *Sir A. More*, *Murillo* (portrait of himself), **Rembrandt* (three works), **Frans Hals*, *J. van der Cappelle*, and others; the famous library is now in Manchester (p. 360). Visitors are admitted to the park at all times, to the house on Tues. and Frid., 2-5 p.m. Near Althorp is *Hartaston*, the scene of an interesting experiment in co-operative farming. Excursions may be made also to *Earl's Barton* and *Castle Ashby* (see below).

From Northampton (*Castle Station*) to Market Harborough, 18 M., railway in ½ ¾ hr. (fares 2*s.* 9*d.*, 1*s.* 8*d.*, 1*s.* 5½*d.*). The kennels of the celebrated Pytchley Hunt are at (8 M.) *Brixworth*, which possesses a large church, perhaps formed out of a Roman building (p. xxxix). — 18 M. *Market Harborough*, see p. 381.

From Northampton (L. & N. W. R.) to Peterborough, 48½ M., railway in 1½-1¾ hr. (fares 6*s.* 10*d.*, 3*s.* 11*d.*, 3*s.* 6½*d.*). — About 2 M. to the S. of (8 M.) *Castle Ashby* is *Castle Ashby*, the seat of the Marquis of Northampton, the gardens of which are open on Tues. and Thurs. (house on Tues.). *Yardley Chase*, the park belonging to it, has a circumference of 7 M. Ashby is the station also for (1¼ M.) *Earl's Barton*, famous for its church with a pre-Norman tower (p. xl). *Whiston*, near Ashby, has an interesting church (see p. lvi). — 11 M. **Wellingborough** (*Hind; Angel*), a town with 18,412 inhab. and a tasteful church, is also a station on the Midland Railway from Liverpool to London (p. 382). *Ecton*, 3 M. to the S.W. was the ancestral home of the Franklin family, and the birthplace of Benjamin Franklin's father. The old homestead is replaced by a house built in 1787 (visited by Benjamin Franklin in 1758), but the tombs of his uncle and aunt are preserved. The church dates from the 13th century. — 16½ M. *Higham Ferrers* (Green Dragon), 1 M. from the station, was the birthplace of *Abp. Chichele* (1362-1443) and contains a handsome church, a school, a college, and other buildings erected by him. 22 M. *Thrapston*, the junction of lines to Huntingdon and Kettering (p. 381). — 30½ M. *Oundle* (Talbot), a small town on the *Nene*, with an E.E., Dec., and Perp. church. At *Fotheringay*, 3½ M. to the N., Mary, Queen of Scots, was tried and executed. The castle was destroyed by James I., but the interesting Perp. church remains. *Warmington*, 3 M. to the S.E. of Foth-

eringay, has a good E.E. church (p. xlix). From (37 M.) *Wansford* a branch runs to *Stamford* (p. 394). — 43¼ M. *Peterborough* (G. E. R.), see p. 395.

From Northampton (Midland Station) to *Bedford*, see p. 383.

Beyond Northampton the Rugby train passes stat. *Althorp Park* (see p. 270). To the left is *Great Brington Church*, containing some brasses of the Washington family (comp. p. 258). Beyond *Kilsby* we rejoin the main line (comp. p. 268).

82½ M. **Rugby.** — Royal George Hotel, R. from 4*s.* 6*d.*, D. 5*s.*; Horseshoes; Bull, commercial; Laurence Sheriffe's; Eagle Temperance, R. 3*s.*, D. 2*s.* 6*d.*; all near the centre of the town. — *Rail. Rfmt. Rooms.*

The *L. & N. W. R. Station*, 1 M. to the N. of the town, is an important junction (the 'Mugby Junction' of Dickens.). The *G. C. R. Station* is in Hillmorton Road, 1 M. to the E. of the town.

Rugby, a town with 16,830 inhab. and a good hunting-centre, appears in Domesday Book as 'Rocheberie' and in Elizabeth's time as 'Rokebie'. The famous *School*, founded by Laurence Sheriffe in 1567, and provided with endowments which now bring in 7000*l.* a year, is attended by 60 foundationers and 350-400 other boys.

The present buildings date from 1809-94, and include a *Chapel*, with stained-glass windows from Louvain and recumbent statues of Dr. Thomas Arnold (headmaster from 1828 to 1842) and Dean Stanley; an *Art Museum*, with modern paintings and numerous drawings by old masters (formerly in the possession of Sir Thos. Lawrence); an *Observatory*, etc. — Among eminent Rugbeians are Dean Stanley, Matthew Arnold, W. S. Landor, Thomas Hughes, Prof. Sidgwick, Lord Selborne, Viscount Goschen, and Sir Richard Temple. — The scene of 'Tom Brown's School Days' is laid at Rugby; a statue of the author was unveiled in the school-grounds in 1899.

The *Lower School* also, opened in 1878, is maintained by Sheriffe's endowment. — The *Church of St. Andrew* was rebuilt in 1879, with the exception of the fine 14th cent. tower and part of the N. aisle. Opposite are Laurence Sheriffe's *Alms Houses*. — About 1½ M. to the E. of Rugby is *Bilton Hall*, where Addison resided.

From Rugby (L. & N. W.) to Leamington (p. 258), 15 M., railway in ½ hr. (fares 2*s.* 6*d.*, 1*s.* 5*d.*, 1*s.* 3*d.*). — To Market Harborough (p. 381), 17½ M., railway in ½-¾ hr. (fares 3*s.* 2*d.*, 1*s.* 8*d.*, 1*s.* 5½*d.*). About 4 M. to the E. of stat. *Toivertoft* is the field of *Naseby*, where Charles I. was defeated by Cromwell in 1645.

From Rugby (L. & N. W. R.) to *Nuneaton* and *Stafford*, see R. 44a. — From Rugby (G. C. R.) to *Leicester*, see p. 391. Another route (20 M.; fares 2*s.* 8*d.*, 1*s.* 10*d.*, 1*s.* 8*d.*) runs from the L. & N. W. station via *Ullesthorpe* and *Wigston* (p. 381).

At Rugby our line diverges to the left from the main through-route of the North Western Railway from London to Liverpool (see R. 44a). After passing (89 M.) *Brandon & Wolston*, we soon see the three graceful spires of Coventry.

94 M. **Coventry** (comp. Plan, p. 269). — Queen's Hotel (Pl. a; B, 5), R. 4*s.*, D. 3*s.* 6*d.*-5*s.*, King's Head (Pl. b; B, 5), R. or D. 3*s.* 6*d.*, both in Hertford St.; Craven Arms (Pl. c; B, 5), High St., plain; City Hotel (Pl. d; B, 5), Broadgate; Priory Temperance, 39 Bayley Lane.

Post Office (Pl. B, 5), Hertford Street. — *Opera House* (Pl. B, 4). Hales St.; *Empire Theatre*, Hertford St.; *Hippodrome*, Hales St.

Electric Tramways from the *Railway Station* (Pl. B, 6) through the city to *Foleshill* and *Bedworth*, and to *Stoke*, *Hillfields*, *Earlsdon*, etc.

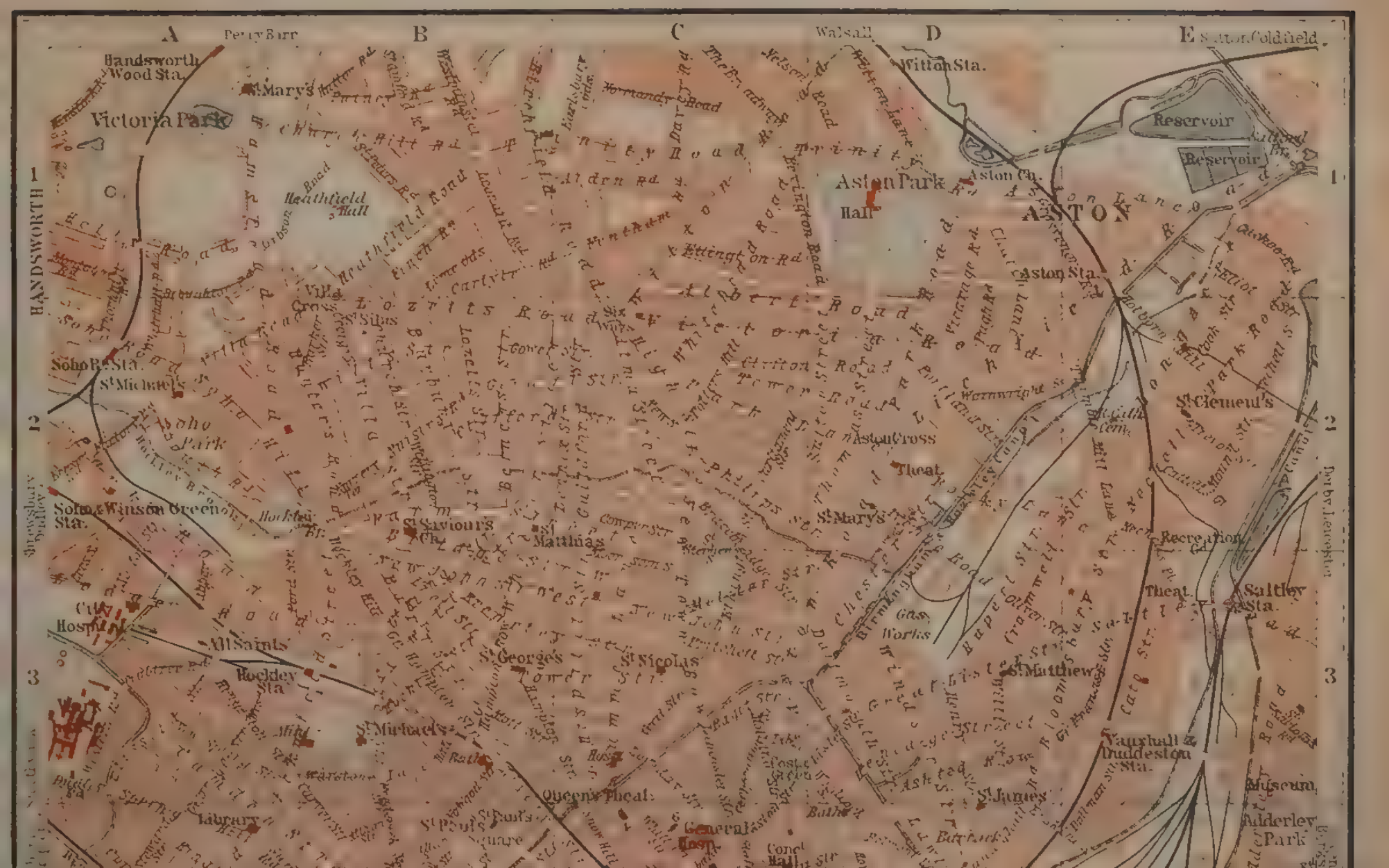
Coventry, an ancient city, with 91,000 inhab. in 1908, has grown rapidly since 1875 in consequence of the enormous expansion of the cycle and motor-car industries, of which it is the headquarters. It possesses also manufactories of sewing-machines, ribbons, watches, naval ordnance, and artificial silk, besides large engineering works.

A religious house of some kind seems to have existed at Coventry in the time of Canute. According to the well-known legend (versified by Tennyson), Coventry received its municipal independence in the 11th cent. from Leofric, Earl of Mercia, through the self-sacrifice of his wife, Lady Godiva ('I, Lurichi, for the love of thee, doe make Coventre tol-free'). Her memory is kept green by an occasional procession and by a statue in St. Mary's Hall (see below), while 'Peeping Tom' is pilloried in a bust at the corner of Hertford Street. Coventry was for a time (1102-85) a bishop's see, the beautiful cathedral-church of which was destroyed by Henry VIII. The 'Parliamentum Indoctorum' (1404) and the 'Parliamentum Diabolicum' (1458) were held at Coventry. The 'Coventry Plays' are a valuable collection of miracle-plays and mysterics performed here in olden times. The phrase 'to send to Coventry' has never been quite satisfactorily explained. No reminder is needed of the march through Coventry of Falstaff and his ragged regiment.

Coventry is full of interest for the student of architecture and archæology. Many of the narrow old streets, which reminded Hawthorne of Boston, contain picturesque houses with the upper stories jutting over the street.

From the *Railway Station* (Pl. B, 6) we follow the tramway-line to the right, passing Grey Friars' Green, with a *Statue of Sir Thomas White*, and ascend through Hertford Street to Broadgate (Pl. B, 5). **St. Michael's Church* (Pl. C, 5), an edifice of red sandstone, to the E., in Bailey Lane, is a noble specimen of the Perp. style, with a spire, 312 ft. high, considered one of the finest in Europe. This church, restored in 1890, now claims to be the largest parish-church in England (comp. p. 505). The interior is adorned with numerous stained-glass windows, most of which are modern. **St. Mary's Guildhall* (Pl. C, 5), to the S. of St. Michael's, is a singularly interesting specimen of English municipal architecture in the middle ages (14-15th cent.). The great Hall (with its oaken roof and tapestry), the Mayoress's Parlour, and the Kitchen are among the most noteworthy rooms. — *Trinity* or the *Priory Church* (Pl. C, 5), adjoining, another fine Perp. structure, also has a lofty spire (237 ft.). It contains an interesting stone pulpit of the 15th cent. and a curious old fresco. In Priory Row, close by, are the ruins of the cathedral (see above). — The third of the 'three tall spires' of Coventry is that of the old Grey Friars' Monastery, to which the modern *Christchurch* (Pl. B, 5) has been attached. — The *Church of St. John* (Pl. B, 5), on the W. side of the town, is an interesting 14th cent. building, restored. — Near St. John's is *Bablake Hospital* (Pl. A, B, 4), and in Grey Friars' Lane is *Ford's Hospital* (Pl. B, 5), two interesting examples of the domestic style of the 16th century.

In the Foleshill road, to the N. of Coventry, stood *Bird Grove* (now demolished), the house in which *George Eliot* (*Mary Anne Evans*; 1819-80) lived with her father before his death; *Ivy Cottage*, where she frequently visited Mrs. C. Bray, is close to the town (St. Nicholas Road, a short way



A
B
C
D
E
1
2
3
Perry Barr
Walsall
Sutton Coldfield
Handsworth Wood Sta.
St. Mary's
Victoria Park
Witton Sta.
Reservoir
Reservoir
Aston Park
Hall
Aston Ch.
ASTON
Aston Sta.
HANDSWORTH
Heathfield Hall
Villa Cross
St. Silas
Soho Rd. Sta.
St. Michael's
Soho Park
Soho & Winson Green Sta.
Hockley Br.
St. Saviour's Ch.
St. Matthias
Aston Cross
Theat.
St. Mary's
St. Clement's
Recreation Gd.
Theat.
Saltley Sta.
City Hosp.
All Saints
Hockley Sta.
St. George's
St. Nicolas
St. Matthew's
Gas Works
St. Michael's
Library
Queen's Theat.
St. Paul's Square
General Hosp.
Conc. Hall
St. James
Vauxhall & Duddeston Sta.
Museum
Adderley Park
Derby, Leicester
Shrewsbury

BIRMINGHAM
1:35.000
Mile
Metres
DERITEND
BORDESLEY
EDGBASTON
SPARKBROOK
Edgbaston Park
Calthorpe Park
Cannon Hill Park
Botan. Gardens
Church Rd Sta.
Five Ways Sta.
St Barnabas
St Thomas
St Asaph's
St James
St Luke's
St Martin's
St Gabriels
St Andrews
St John's
St Georges
St Barthol's
Somerset Rd Sta.
Camphill & Balsall Heath Sta.
Brighton Rd Sta.
Small Heath & Sparkbrook Sta.
Bordesley Sta.
Trinity Ch.
Theat.
Convent
Birmingham & Warwick Canal
Worcester & Birmingham Canal
Cricket Ground
Lifford Sta.
Halesowen
Leamington Knowle
1 Markets C D 4,5
2 Midland Institute B4
3 Grand Theatre C4
4 St Chad's Cathedral C4
5 St Jude's Church C5
6 St Mary's " C4
7 Technical School B4
8 University (Mason Coll.) B4
9 Victoria Law Courts C4
A
B
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from tramway at top of Bishop St.); and the school she attended is at the corner of Warwick Row and Queen's Road (Pl. A, B, 6). See also p. 375. — The *Coventry Canal* connects Coventry with Oxford on the one side, and with the Mersey and Trent on the other.

Among the interesting points in the neighbourhood of Coventry are *Whitley Abbey*, 1½ M. to the S.S.E.; *Stoneleigh Abbey* (p. 262), 5 M. to the S.; *Kenilworth* (see p. 261), 5 M. to the S.W. (a beautiful road); the Norman church of *Wyken*, 3½ M. to the N.E.; and the ruins of *Caludon Castle* (14th cent.), 3 M. to the N.E. — At *Coombe Abbey*, the seat of the Earl of Craven, 4 M. to the E. (2 M. from the stations of Brandon & Wolston, p. 271, and Brinklow), Elizabeth, daughter of James I., spent part of her girlhood, and bither she retired after the death of her husband, the Elector Frederick (King of Bohemia). The house (adm. by special permission only) contains numerous interesting relics, portraits, old furniture, and weapons.

From Coventry to *Nuneaton*, through 'George Eliot's country', see p. 375; to *Leamington* and *Warwick*, comp. p. 259.

Beyond Coventry the view is much interrupted by numerous deep cuttings. Beyond (99½ M.) *Berkswell*, the church of which has a Norman crypt, the train crosses the *Blythe* by a fine viaduct. Picturesque old bridge to the left. 103 M. *Hampton* is the junction of a line to *Tamworth* (p. 202). At (109 M.) *Stechford* the direct line to *Walsall* (p. 278) and *Wolverhampton* (p. 279) diverges to the right.

113 M. **Birmingham.** — **Railway Stations.** The *New Street Station* (Pl. II; D, 3, 4), New Street, with good refreshment-rooms, is used by the L. N. W. trains for London (viâ Coventry and Rugby), to Stafford, Crewe, Liverpool, and the North, to Wolverhampton, Lichfield, etc., and also for the Midland trains to Sheffield, Derby, Leeds and the N.E., Worcester, Gloucester, Bath, Bristol, Bournemouth and the S.W., etc. — The *Snow Hill Station* (Pl. II; F, 1) of the G. W. Railway, also with good refreshment-rooms, lies about ⅓ M. to the N., and serves for trains to London (viâ Warwick and Oxford), Worcester, Malvern, and South Wales.

Plans of the Town. In the text the general plan of Birmingham (p. 273) is referred to as Pl. I, that of the inner town (p. 276) as Pl. II.

Hotels (comp. Pl. II, p. 276). *Queen's (Pl. a; D, 4), at the New St. Station, R. from 4*s*., B. or L. 3*s*., D. 5*s*.; Grand (Pl. c; E, 2), Colmore Row, R. 4*s*. 6*d*., D. 5*s*.; *Plough & Harrow (Pl. I; A, 5), 135 Hagley Road-old-fashioned, R. 4*s*., D. 3*s*. 6*d*.-5*s*.; Colonnade (Pl. f; D, 3), New St.; Cobden (Pl. d; E, 3), corner of Corporation St. and Cherry St., a large temperance house, R. 2*s*. 6*d*., D. 2*s*.; Midland (Pl. e; D, 3), New St., R. from 4*s*., D. 5*s*.; Stork (Pl. g; F, 3), Central (Pl. l; E, 3), both in Corporation St.; White Horse (Pl. i; C, 1), corner of Congreve St. and Great Charles St., Imperial (formerly *Acorn*), Temple St. (Pl. D, 3); Swan (Pl. h; E, 4), corner of New St. and High St., commercial; Hen & Chickens (Pl. k; E, 4), New St., R. 3*s*., Victoria, 34 Corporation St., R. 3*s*., D. 2*s*., both temperance.

Restaurants. *Lissiter & Miller*, 20 Bennett's Hill (Pl. D, 2, 3); *Pattison*, 57 High St., 7 New St., and 25 Corporation St.; *Central*, 15 Corporation St.; *Old Royal*, 17 Temple Row; *Colonnade*, New St.; *Refreshment Rooms*, at the railway-stations (see above); also at most of the hotels. — The following are temperance restaurants: *Barrow's*, 76 Corporation St.; *Birmingham Dairy Co.*, 21 City Arcades and 112 New St.; *Fletcher*, 19 Corporation St.; *Hen & Chickens*, New St.; *Hughes*, 25 Paradise St. and 77 North West Arcade; *Winter's* (vegetarian), 47 City Arcade, New St. — **Cafés:** *Bijou*, 37 Bull St.; *Kardomah*, 42a New St.; *Kunzle*, 16 Midland Arcade; *Ye Meccas*, Union St., Church St., and Waterloo St.

Cabs. *Taximeter Motor Cab*, ½ M. 6*d*., each addit. ⅛ M. 2*d*. *Hansom*, 1 M. 1*s*., each addit. ½ M. 4*d*.; per hour 2*s*. 6*d*., each addit. ¼ hr. 6*d*. *Four-Wheeler*, 1 M. 1*s*., each addit. ½ M. 6*d*.; per hour 3*s*., each addit. ¼ hr. 9*d*. Double fare 12-6 a.m. For each package carried outside, 2*d*.

Electric Tramways. FROM EDMUND STREET (Pl. I; B, C, 4). 1. To *Warley* (Bearwood Road) viâ Dudley Road (Pl. I; A, 3) and Windmill Lane. 2. To *Smethwick* (Blue Gates), diverging from the above route at Windmill Lane, and connecting with a line to *Dudley* (p. 279). 3. To *Soho Station* viâ Dudley Road and Heath St. 4. To *Foundry Road* viâ Hingeston St. and Lodge Road (Pl. I; A, 3). — FROM COLMORE ROW (Pl. I; C, 4). 5 (cable line till 1911). To *New Inns* viâ Hockley Hill (Pl. I; B, 3, 2), connecting with a tramway to *Wednesbury* (p. 279). — FROM STEELHOUSE LANE (Pl. I; C, 4). 6. To *Witton* viâ Aston Road (Pl. I; C, D, 3, 2). 7. To *Erdington* viâ Aston Road and Gravelly Hill. — FROM VILLA CROSS (Pl. I; B, 2). 8. To *Gravelly Hill* viâ Victoria Road (Pl. I; C, D, 2). — FROM MARTINEAU STREET (Pl. II; E, F, 3). 9. To *Perry Bar* viâ Lancaster St. (Pl. I; C, 3), New Town Row (Pl. I; C, 3, 2), and Birchfield Road (Pl. I; B, C, 1). 10. To *Nechells* (Cuckoo Road, Pl. I, E, 1) viâ Aston St., Gt. Lister St. (Pl. I; D, 3) and Nechells Park Road (or Long Acre). 11, 12. To *Ward End* or to *Alum Rock* viâ Coleshill St. and Saltley (Pl. I; E, 3). — FROM HIGH STREET (Pl. I; C, 4). 13. To *Bordesley Green* viâ Fazeley St. (Pl. I; C, D, 4) and Garrison Lane (Pl. I; D, E, 4, 5). — FROM STATION STREET (Pl. II; C, D, 4). 14. To *Yardley* viâ Bordesley Station (Pl. I; D, 5) and Victoria Park. 15. To *Byron Road* viâ Bordesley Station and Bolton Road (Pl. I; E, 5, 6). 16, 17. To *Sparkhill* (College Road) and to *Stoney Lane* viâ Stratford Road (Pl. I; D, E, 6, 7). — FROM LOWER TEMPLE STREET (Pl. II; D, 3). 18. To *Moseley and King's Heath* (Alcester Lane's End) viâ Hurst St. (Pl. I; C, 5), Macdonald St. (Pl. I; C, 5), and Moseley Road (Pl. I; D, 6, 7). 19. To *Balsall Heath* viâ Gooch St. and Mary St. (Pl. I; C, 7). 20. To *Cannon Hill Park* (Pl. I; B, C, 7) viâ Gooch St. and St. Luke's Road (Pl. I; C, 6). 21. To *Ladywood* and *Icknield Port Road* viâ Holloway Head (Pl. I; B, 5) and Five Ways (Pl. I; A, 5). — FROM HILL STREET (Pl. I; C, 4, 5). 22. To *Moseley and King's Heath* viâ Bradford St. (Pl. I; C, D, 5) and Moseley Road (Pl. D, 5-7). — FROM NAVIGATION STREET (Pl. II; C, 3). 23. To *Bournbrook and Selly Oak* viâ the Horse Fair (Pl. I; C, 5) and Bristol Road (Pl. I; B, 6, 7). 24. To *Cotteridge*, diverging from No. 23 at Pebble Mill Road. — **Omnibuses** ply in the other principal streets.

Theatres (comp. Pl. II, p. 276). *Theatre Royal* (Pl. D, 3), New St.; *Prince of Wales* (Pl. A, 1), Broad St. — **Music Halls.** *Grand* (Pl. G, 3), Corporation St.; *Empire Palace*, *Hippodrome*, Hurst St. (Pl. C, 5).

Post and Telegraph Office (Pl. C, 2), opposite the Town Hall; numerous branch-offices and pillar letter-boxes.

American Consul, *Albert Halstead*; vice-consul, *A. V. Blakemore.*

Public Baths, all with first and second class swimming-baths and hot and cold private baths: *Kent Street Baths* (Pl. I; C, 5), with Turkish and vapour baths; *Woodcock Street Baths* (Pl. I; D, 4); *Monument Road Baths* (Pl. I; A, 4), with Turkish and vapour baths; *North Wood Street Baths* (Pl. I; B, 3), Turkish bath 1*s.*, first-class swimming or warm bath 6*d.*, second-class 3*d.* Others in Moseley Road and Little Green Lanes. — There are also *Turkish and Warm Baths* in Broad St., High St., and the Parade.

Birmingham (290-650 ft. above the sea), the fourth town of England in size and population (522,182 inhab. in 1901), and the see of an Anglican (since 1905) and of a Roman Catholic bishop, stands on a series of gentle hills in the N.W. corner of Warwickshire. In plan it is irregular, and many of its older streets are narrow and crooked; but the modern business thoroughfares are broad and handsomely built. It is the chief centre in England, if not in the world, of the manufacture of brass, iron, and other metallic wares of all kinds, and it is the most important industrial town in England after Manchester. In spite of its numerous tall chimneys and often smoky atmosphere, Birmingham has the reputation of being healthier than most large manufacturing towns.

In the social and political sphere Birmingham has always, with the exception of the unhappy lapse of 1791 (p. 277), been distinguished as a centre of liberality and freedom of thought. Nowhere has the system of municipal government been more fully developed, and nowhere has a municipality been more distinguished for enlightened promotion of popular culture. Trades Unions were very powerful in Birmingham and managed to a great extent to prevent the introduction of machinery. Hence 'the manufactures of Birmingham are to this day in a great degree confined to those branches of industry which require comparatively a much greater amount of manual labour than machinery' *(Fawcett)*. About 200 separate trades are carried on by its 'small masters'.

The early history of Birmingham is very shadowy, but it is not improbable that it occupies the site of a small Roman station on the Icknield Street (p. 375). The name, which appears in Domesday Book as 'Bermingeham', is supposed to be derived from 'Berm' or 'Beorm', the name of some Saxon tribe. During the middle ages it appears under the protection of the De Berminghams, whose connection with it ceases in 1545. In 1538 it is described by Leland as a good market town with many smiths 'that use to make knives and all mannour of cuttinge tooles and many loriners that make bittes and a great many naylors'. In 1643 Birmingham was taken and partly burned by Prince Rupert. Under Charles II. it advanced rapidly, and its manufactures of firearms became considerable. Birmingham owes its modern importance chiefly to the improvements in steam-machinery carried out here by Watt and Boulton at the end of the 18th century, and to the use it was thus enabled to make of the adjacent fields of coal and iron. In 1700 it contained only 15,000 inhab.; in 1801, 73,670; in 1841, 182,892; and in 1881, 400,774. Its main interest to tourists is centred in a visit to some of its large industrial establishments, most of which are willingly shown on previous application, especially to anyone provided with an introduction. The industries of Birmingham employ in all about 120,000 work-people and produce goods to the annual value of 4 or 5 millions sterling. About 80,000 are engaged in the jewellery and subsidiary trades. The manufacture of guns and rifles, including military weapons, employs about 3500 workmen. No fewer than 4 million military rifles were proved here in 1855-64 (including the period of the Crimean War); 770,000 guns were sent from Birmingham to the United States during the Civil War; and during the South African War the Small Arms Factory (see below) supplied 2500 rifles per week for a long period. Among the most interesting manufactories are the steel-pen works of Gillott & Son, Graham St. (Pl. I; B, 4), and those of Messrs. Perry, 36 Lancaster St. (Pl. I; C, 3); the 'Regent Works' of Buttons Ltd., Clissold St. (Pl. I; A, 3), for making buttons; the electro-plate manufactory of Elkington & Co., Newhall St. (Pl. II; D, 1); the glass and crystal works of Osler, Broad St. (Pl. I; B, 4); the lighthouse lens and plate-glass works of Chance Brothers & Co., Smethwick; Hardman's stained-glass works in Newhall Hill (Pl. I; B, 4); the Gun-Barrel Proof-House, Banbury St. (Pl. I; D, 4); the papier-maché works of McCallum & Hodson, Summer Row (Pl. II; C, 1); and the Birmingham Small Arms Factory at Small Heath. Other important branches of industry are the rolling and stamping of iron and other metals, the manufacture of iron roofs and girders, the making of steam-engines, machinery, tools, bolts, screws, rivets, wire, pins, and small steel goods of all descriptions, and of brass and copper wares in great variety, and the production of chemicals. At the works of the Birmingham Mint Ltd., in Icknield St. (Pl. I; B, 3), a great part of the bronze and copper money of England and many other countries is coined.

The only public building in Birmingham that has any claim to antiquity is the ***Church of St. Martin** (Pl. II; E, 5), an imposing Dec. edifice, in the Bull Ring, originally dating from the 13th cent., but rebuilt in 1873. It contains the tombs of some of the De Berminghams (see above) and has some good stained-glass windows. In the Bull Ring, to the N. of the church, is a monument to *Nelson*.

From St. Martin's High St. leads to the N., passing the large *Market Hall* on the left. Farther on, to the left, diverges New Street (Pl. II; E, 4, D, 3), the principal business-street of the town, with many of the best shops. In it, immediately to the left, is the handsome modern Tudor building, by Barry, in which the *Grammar School* (Pl. II; E, 4), founded by Edward VI. in 1552, is now installed. Its endowments (originally 21*l.* per annum) now yield upwards of 40,000*l.* yearly, and several branch-schools both for boys and for girls have been opened. Adjacent, also to the left, is the *Exchange*, at the corner of Stephenson Place, a short street leading to the *New St. Station* (p. 273). Opposite diverges Corporation St. (p. 277). New Street, farther on, passes the *Theatre Royal*, the *Colonnade Hotel*, the *Masonic Hall*, and the *Royal Society of Artists* (right), and beside the *Post Office* (left), which contains a statue of Sir Rowland Hill, ends in an open space (Pl. II; C, 2), round which are grouped the most handsome modern buildings in Birmingham. Opposite the end of New St. is the —

***Town Hall** (Pl. II; C, 2), a large and imposing building in the Corinthian style, erected in 1832-50 in imitation of the temple of Jupiter Stator at Rome, and somewhat recalling the Madeleine at Paris and Girard College at Philadelphia, which were built after the same model. It stands on a rusticated basement, 22 ft. high, pierced with round-headed arches. The large hall in the interior, 145 ft. long, contains a fine organ with 4000 pipes and four manuals. Forty free recitals are given annually. The Triennial Musical Festivals have been held here since 1768. — To the W. of the Town Hall is the **Birmingham and Midland Institute**, in the Italian and Gothic styles, containing lecture and reading rooms. The School of Music is especially important, and the literary, scientific, and commercial classes are largely attended. It is adjoined by the *Central Free Library*, which contains 242,691 vols., including a splendid collection of Shakespearian books (13,289 vols.). In Paradise Street, opposite the Town Hall, is the *Inland Revenue Office*.

The imposing edifice to the N.E. of the Town Hall, at the end of Colmore Row, is the **Council House**, in the Grecian style, completed in 1878 at a cost of 250,000*l.* There is a fine mosaic by *Salviati* above the entrance. The back part of this pile (entr. from the side) contains the ***Corporation Art Gallery and Museum** (open free; on Mon., Tues., Thurs., & Sat. 10-9, Sun. 2-5, Wed. and Frid. 10-4 in winter and 10-6 in summer). A large addition is being built on the opposite side of Edmund St., which will be spanned by a bridge connecting the old and new buildings. Among the chief contents of the gallery are a series of paintings by *David Cox* (1783-1859; a native of Birmingham), some fine paintings of the English pre-Raphaelite school, and an unrivalled collection of drawings by *Rossetti*, *Burne-Jones*, *F. Sandys*, and *F. Madox Brown*.

BIR
Bingley Hall
Old Wharf
Curzon Hall
University
Town Hall
Paradise Str.
Post Office
Technical School
Midland Railway
Navigation Street
New Stre
Stati
Synagogue
Upper Gough
Gough Street
St. Jules Church
Empire Music Hall
R. Volunteer Drill Hall
Hippodrome
Midland Inst
Reference Library
Council Hous
Midland Cl
Midland Railway
Goods Depot

IAM
Birkenhead
St Chad's Cath.
Bath Street
Gt Western Railway Station
Eye Hospital
Barwick Street
Union Club
Snow Hill
Slaney Street
Weaman Street
Whitall Street
St Mary's R
St Mary's Church
Sand Str
Weamans Row
New General Hospital
Steelhouse Lane
Children's Hospital
Dr. Johnson Pas
Victoria Law Courts
St Philip's Church
Law Library
Temple Row
Conservative Club
Old Square
Minories
Grand Theatre
Cherry St
Cannon Street
Attwood
Stephenson Pl
Exchange
Grammar School
Carr's Lane Chapel
R.C. Chapel
Castle Str
Scotland Pas
New Midland Tunnel
Market Hall
Fish Market
Nelson Mon
St Martin's Ch.
Midland
Gt Western Ry
Shaws Pas
Park Str
London Western Ry
Railway
New Bartholomew St
Bordesley Str
Seymour St
Jennens Row
Earl Str
Masshouse Lane
Gardens
Oxford
Wagner & Debes Geogr Estab Leipzig

The small square at the back of the Town Hall is embellished with a *Monumental Fountain*, erected in honour of the *Right Hon. Joseph Chamberlain*, and statues of *George Dawson* (d. 1876), the essayist and lecturer, and *Sir Josiah Mason* (see below). In Ratcliff Place is a statue of *James Watt* (Pl. II, C, 2; d. 1819), and at the end of New St. one of *Sir Robert Peel* (d. 1850). In front of the Council House are statues of *Queen Victoria* (by Brock; 1899) and *Joseph Priestley* (1733-1804), the theologian and chemist, who was pastor of a Unitarian Church in Birmingham for some years. In the 'Church and King Riot' of 1791 Priestley's house, containing his valuable apparatus and MSS., was burned down and he narrowly escaped with his life.

In Edmund St., on the N. side of the small square just mentioned, is **Mason College** (Pl. II; C, 1, 2), a tasteful red brick edifice, built as a college of science by Sir Josiah Mason in 1875-80 at a cost of 60,000*l.* and endowed by him with 140,000*l.* more. It became the seat of Birmingham University in 1900 and still accommodates the faculties of Arts, Commerce, Brewing, and Medicine, while the Science Faculties have been removed to the new buildings (see below).

In the same street, farther to the E., at the corner of Margaret St., is the *School of Art* (Pl. II; D, 1), built in 1884-5, and the first municipal school of art in England. — The *Municipal Technical School*, in Suffolk St., built in 1896 at a cost of 100,000*l.*, is one of the most complete in England.

Colmore Row (Pl. II; D, E, 2), which leads to the E. from the Town Hall to Snow Hill, with the Great Western Station, is perhaps the best-built street in the town. It contains numerous substantial insurance-offices and banks, the *Union Club*, and the *Grand Hotel*. — To the S. of it, in an open space, is *St. Philip's* (Pl. II, E, 2; a 'Cathedral' since 1905), a church of the Queen Anne period, occupying the highest ground in central Birmingham. It possesses some fine stained-glass windows by *Sir Edward Burne-Jones* (1833-98), a native of Birmingham. In the churchyard is an obelisk in memory of *Col. Burnaby* (1842-85), erected in 1885.

Another handsome modern thoroughfare is Corporation Street (Pl. II; E, F, G, 3), which contains the *Grand Theatre* (Pl. II; G, 3) and the *Victoria Law Courts* (Pl. II; G, 2), with windows commemorating the jubilee of Queen Victoria. On the *Stork Hotel* (Pl. g; F, 3) is a tablet commemorating a visit of Dr. Johnson to his friend Hector. The Rom. Cath. **Cathedral of St. Chad* (Pl. II; F, 1), in Bath St., is a good specimen of Pugin's work and is in the Dec. style. It contains an oaken pulpit of the 16th cent., from Louvain, and stalls, throne, and lectern of the 15th cent., from St. Maria in Capitolio at Cologne.

In Edgbaston, the fashionable west-end suburb of Birmingham, is the *Oratory of St. Philip Neri* (Pl. I; A, 5), Hagley Road, the home of Card. Newman; the church is Italian in style. Edgbaston also contains the *Botanical Gardens* (Pl. I, A, 6; adm. 6*d.*, Mon. 2*d.*). — At Bournbrook, farther to the S., rises the new **University of Birmingham**, designed by Sir Aston Webb and Mr. Ingress Bell, and opened in 1909. The most prominent feature of the buildings, which cost 400,000*l.*, is the Chamberlain Tower (325 ft.), named after Mr. Joseph Chamberlain, first chancellor of the university. The present buildings include departments for mathematics, physics, chemistry, geology, engineering, mining, and metallurgy, and also a library. The university, incorporated by royal charter in 1900, arose out of the Mason Science College (see above); it has about 1000 students, including 250 in the department for the training of teachers. Hostels for men and women students have been opened under the control of the university

Birmingham possesses numerous public parks, the largest of which are *Ward End Park* on the E., *Cannon Hill Park* (Pl. I; B, C, 7) to the S., *Warley & Lightwoods Park* on the W., *Victoria Park* (Pl. I; A, 1) to the N.W., and *Aston Park* (Pl. I; D, 1) to the N.E. A chief attraction of the last is *Aston Hall (open from 10, on Sun. from 2, till dusk), a fine old Jacobean mansion, now containing collections of various kinds. — *Highgate Park* (Pl. I; D, 5), to the S., commands an excellent view of the town.

On the N. Birmingham is adjoined by the manufacturing suburb of *Handsworth*, in which stood the *Soho Works* of Watt and Boulton (p. 275), dismantled in 1850. Large engine-works, however, are still carried on at *Smethwick* (farther to the W.; tramway), under the style of *James Watt & Co.* Watt's house, *Heathfield Hall* (Pl. I; B, 1), is still standing (tramway), and contains the 'classic garret', used by Watts as his private workshop, with numerous interesting relics. Both Watt and Boulton are buried in the parish-church of Handsworth, where they are commemorated by monuments by Chantrey and Flaxman. — The old *Crown House*, at Deritend (Pl. I; D, E, 5), is an interesting half-timbered edifice.

Environs. Among the most interesting points within easy reach of Birmingham are (7 M.) *Sutton Park* (see below); *Packwood House*, with its interesting garden, near *Knowle* (p. 263); *Berkswell* (p. 273); *Halesowen* (p. 202); the *Clent Hills*; *Dudley Castle*, 8½ M. to the N.W. (see p. 279); *Tamworth Castle* (p. 202), etc. — At *Bournville*, 5½ M. to the S.W. (rail. station, see p. 262), is the extensive cocoa and chocolate manufactory of Cadbury Brothers, with admirable arrangements for the comfort and recreation of the workers (about 3700 in number). The adjacent model village, established by Mr. Geo. Cadbury (but not connected with the manufactory), is an interesting attempt to deal with the evils of overcrowding. The cottages, each provided with an adequate garden, are sold or let on easy terms to artisans, and the surplus rents and profits are to be devoted to developing the scheme and to establishing similar communities in other manufacturing centres. The estate (450 acres), placed in 1901 under the Bournville Village Trust, represents a value of about 245,000*l*. — Longer excursions (1-2 hrs. by rail) may be made to *Lichfield* (see below), *Warwick*, *Stratford-on-Avon*, *Kenilworth*, etc.

From Birmingham to Stratford-on-Avon, 25 M., G. W. Railway in 35 min.-1⅓ hr. (fares 4*s*., 2*s*. 1*d*.). Starting at Snow Hill Station (p. 273) the train passes the stations of *Bordesley* and *Small Heath* and at (3 M.) *Tyseley* (p. 263) diverges to the right from the main line to Oxford. — 4½ M. *Hall Green*; 7½ M. *Shirley*. — 10 M. *Earlswood Lakes*, named from the picturesque reservoirs of the Birmingham and Stratford Canal. Beyond (14 M.) *Danzey*, the station for *Tanworth*, we enter the *Forest of Arden*. 17 M. *Henley-in-Arden*, a quaint little town, whence a branch runs to Lapworth (p. 262). Farther on we pass under the viaduct carrying the above-mentioned canal across the valley of the Alne, run for a short time on the metals of the branch-line from Alcester to Bearley (p. 262), and join the line from Hatton (p. 262). 22 M. *Wilmcote* (p. 262). — 25 M. *Stratford-on-Avon* (p. 263).

From Birmingham to Lichfield, 16 M., L.N.W. Railway in ½-1 hr. (fares 3*s*., 1*s*. 8*d*., 1*s*. 5½*d*.). — Leaving New St. Station (p. 273), the train passes the suburban stations of *Vauxhall* and (2½ M.) *Aston* (see above). A little to the W. of (5 M.) *Erdington* is the *Oscott Roman Catholic College*, which contains some fine old paintings. — 8 M. **Sutton Coldfield** (*Swan*), a small town with an old church. *Sutton Park*, famous for its hollies, is a favourite resort of picnic parties from Birmingham. — 16 M. *Lichfield*, see p. 372.

From Birmingham to Walsall, 8½ M., L.N.W. Railway in 20-30 min. (fares 1*s*. 4*d*., 11*d*., 8½*d*.). — 8½ M. **Walsall** (*George*; *Rail. Refreshmt. Rooms*), a town of (1901) 86,440 inhab., containing large manufactories of saddlers' ironmongery, and the centre of an important coal-district. This was the scene of the labours of '*Sister Dora*', who is commemorated by a statue (1886) and by a stained glass window in the large *Church of St. Matthew*. — Walsall is the junction of lines to Wolverhampton, Lichfield, etc.

From Birmingham to *Wolverhampton*, see R. 37; to *Warwick* and *Oxford*, see R. 34; to *Worcester*, *Cheltenham*, etc., see R. 24; to *Derby*, see R. 24.

37. From Birmingham to Shrewsbury viâ Wolverhampton and Wellington.

42 M. Great Western Railway in 1-2¼ hrs. (fares 7*s.*, 4*s.* 6*d.*, 3*s.* 6*d.*); to (12½ M.) *Wolverhampton* in 25-45 min. (fares 2*s.*, 1*s.* 4*d.*, 1*s.* 0½*d.*). — Wolverhampton may be reached also from New St. Station, Birmingham, by the L.N.W. Railway (13 M., in 20-50 min.) viâ *Oldbury* and *Dudley Port* (for Dudley, see below), and by the Midland Railway (24½ M., in 1-1¼ hr.; 2*s.*, 1*s.* 0½*d.*) viâ *Castle Bromwich* and *Walsall*. — Birmingham, Dudley, Stourbridge, Wolverhampton, etc. are connected also by a series of steam or electric tramways.

Leaving the Snow Hill Station the train passes *Hockley*, *Soho* (see p. 278), and *Handsworth*, where a line to Stourbridge (see below) diverges to the left. — 4½ M. **West Bromwich** *(Dartmouth; Great Western)*, a busy iron-manufacturing town, with (1901) 65,172 inhab., possesses a large park, commanding a beautiful view. — 6 M. *Swan Village*, with large *Gas Works*, built at a cost of 120,000*l.*, which supply many towns within a radius of 10 miles.

From Swan Village to Dudley, 3½ M., branch-railway in ¼ hr. (6*d.*, 4*d.*, 3*d.*). — 3½ M. Dudley *(Castle; Dudley Arms)* is one of the largest and most important towns in the 'Black Country', with an extensive iron-trade, manufactures of anvils and vices, and (1901) 48,809 inhabitants. The picturesque ruins of *Dudley Castle*, belonging to the Earl of Dudley, crown a wooded hill rising above the station and date mainly from the 16th cent.; the keep is of the 13th century. They afford an excellent survey of the great coal and iron district of England, including numerous large manufacturing towns; the view is perhaps most impressive by night, when the flames issuing from the chimneys and furnaces envelope the scene in a curious lurid glare. The caves below the castle, formed by quarrying for limestone, are interesting (guide necessary). The *Geological Museum* contains specimens of the minerals of the district. [From Dudley a line runs to the S. to (5½ M.) *Stourbridge* (Talbot; Bell), a glass-making town with 9386 inhab., and (12 M.) **Kidderminster** *(Lion; Black Horse*; American Agent, *James Morton)*, a town of 24,692 inhab., famed for its manufactures of Brussels and other carpets. For 20 years (1640-61) it was the scene of the labours of *Richard Baxter* (1615-91), to whom a statue has been erected in the Bull Ring. His pulpit is in the vestry of the New Meeting House. *Sir Rowland Hill* (1795-1879), introducer of the penny post, was a native of the town, where he is commemorated by a statue.]

7½ M. **Wednesbury** *(Anchor; Dartmouth Arms)* is an ancient town with 26,544 inhab. and large manufactories of railway axles and tires and other iron goods. The Perp. *Church* contains some good carving. — The next stations are (9 M.) *Bradley*, (10 M.) *Bilston* (24,084 inhab.), and (11 M.) *Priestfield*, all busy places with manufactures of iron and steel.

12½ M. **Wolverhampton.** — **Hotels.** Star & Garter, Victoria St.; Victoria, Lichfield St.; Coach & Horses, Snow Hill; Clarence Temperance; Talbot, King St. — *Rail. Rfmt. Rooms.*

Cabs. Per mile 1*s.*, each addit. ½ M. 6*d.*; per ½ hr. 1*s.*, each addit. ¼ hr. 6*d.* — Electric Tramways traverse the principal streets and run to various points in the environs (comp. above). — Motor Car to *Bridgnorth*, see p. 201.

Post Office, Lichfield Street.

Theatres. *Grand*, Lichfield St.; *Royal*, Bilston St.; *Empire Music Hall.*

Railway Stations. *High Level Station*, at the foot of Lichfield St. for L. & N.W. and Midland trains. *Low Level Station* in Sun St., near the other, for G. W. R. trains.

American Consular Agent, *Edward T. Cresswell*, 88 Darlington St.

Wolverhampton, the largest town in Staffordshire, with (1901) 94,179 inhab., derives its name from Wulfruna, sister of Edgar or Ethelred II., who founded a college here in 996. It is the capital of the '*Black Country*', an extensive coal and iron mining district, in which vegetation is almost entirely replaced by heaps of slag and cinders. It lies, however, on the verge of this district, and the country to the N. and W. is of the normal and pleasanter green hue. The special manufactures of Wolverhampton are locks, tinplate, bicycles, motor-cars, and japanned goods. The well-known lock-manufactory of the *Messrs. Chubb* is open to visitors by special permission only. Wolverhampton is also an important agricultural market.

The most interesting building in Wolverhampton is the venerable *Church of St. Peter, in Queen Square, a handsome Dec. and Perp. structure of the 13-15th cent., occupying the site of a church of the 10th cent. and restored in 1865. Bishop Hall (d. 1656) was one of its prebendaries.

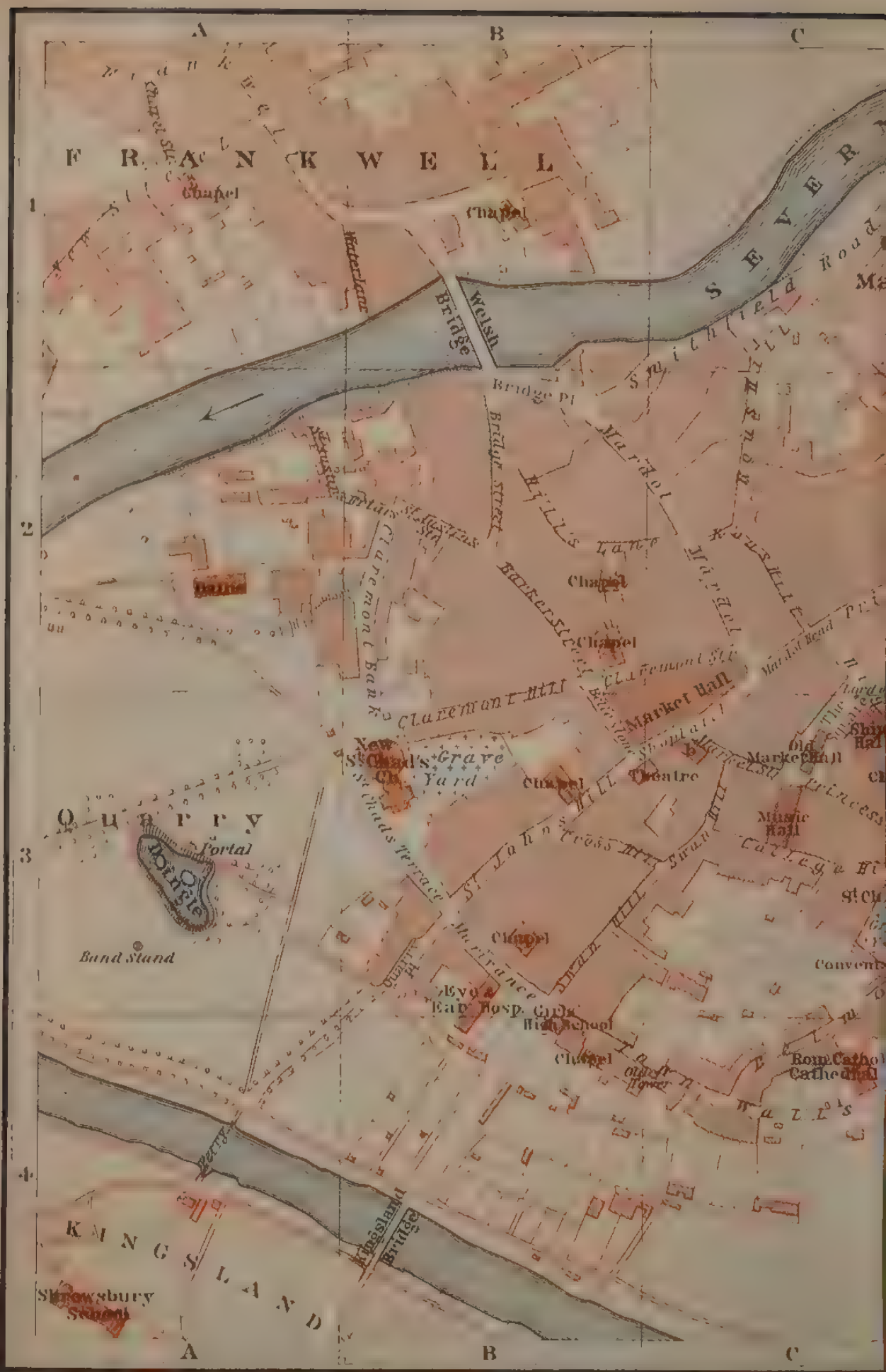
The Interior contains a remarkable stone pulpit of the 15th cent., an ancient font, and several old monuments, including that of Col. Lane, who helped Charles II. to escape after the battle of Worcester (1651) and shared his hiding-place in the royal oak at Boscobel (see below), and a bronze statue of Admiral Leveson (temp. Charles I.), by *Le Sueur*. The stained-glass windows are modern. — In the *Churchyard* is a rudely-carved cross or pillar, the origin of which is obscure. The *Tower* commands an extensive view of the Black Country, the blazing furnaces of which present a most weird spectacle after dark.

In Lichfield Street is the *Art Gallery & Museum*, containing several examples of Mark Anthony (1817-86), described by Millais as 'one of the greatest painters of the century'. Other public buildings are the *Town Hall*, in North Street, a large modern building in the Italian style; the *Free Library*; and the *Grammar School* (1874), founded in 1515. The *Royal Orphanage* is a handsome Elizabethan structure (250 children). Near the *Agricultural Hall* is a statue of the *Right Hon. C. P. Villiers* (b. 1802), one of the leaders of the free-trade agitation, who represented Wolverhampton in parliament from 1835 till his death in 1898. Queen Square is adorned with a bronze equestrian *Statue of Prince Albert*, by Thornycroft. There are two *Public Parks*.

The elder *Edwin Booth*, the tragedian, was originally an artisan in Wolverhampton, working in the 'Old Hall Tin Factory'.

Environs. At *Dunstall Park*, 1 M. to the N., is the racecourse. About 2 M. to the N. W., on the road to Shifnal (p. 281), is the pretty village of *Tettenhall*, the church of which contains a curious stained-glass window. In the churchyard are some fine yews. — *Boscobel House*, where Charles II. lay in hiding after the battle of Worcester, under the care of 'Unparalleled Pendrell', is 8 M. to the N.W. of Wolverhampton and 2 M. to the N. of *Albrighton* (p. 281). The royal oak now pointed out as the king's shelter is not the original, but a hiding-place in the floor is shown in which the king was concealed. — Longer excursions may be made to (10 M.) *Enville* (with the beautiful gardens of *Enville Hall*), *Bridgnorth* (p. 201), and *Hagley*.

From Wolverhampton to Stafford, 15 M., L. N. W. Railway in 1/2-1/2 hr. fares 2*s.* 9*d.*, 1*s.* 6*d.*, 1*s.* 3½*d.*). At (7½ M.) *Gailey* the railway intersects the old Roman *Watling Street*. — 9½ M. *Penkridge*, with a fine red church right). At (15 M.) *Stafford* we reach the main L.N.W. line (p. 371).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Presbytery Chap.
Water Lane
Infirmary
Holy Cross Hospital
Abbey Church
Abbey Foregate
Chapel
Bowling Green
English Bridge
Coleham Head
Old Coleham
Chapel
Wyle Cop
Longden Coleham
COLEHAM
SEVERN
Birmingham Stafford
Abergavenny Hereford Worcester

The train next passes *Codsall*, *Albrighton*, and (25 M.) *Shifnal* (Jerningham Arms, R. 3*s.* 6*d.*, L. 2*s.*-2*s.* 6*d.*), a picturesque little town with half-timbered houses, a fine church, and a cottage pointed out as that of Dickens's 'Little Nell'. To the E. is **Tong Church*, a singularly pure example of early Perp. (1401-11).

32 M. **Wellington** *(Charlton Arms; Red Lion)*, a nail-making town of 6273 inhab., lies 2½ M. from the N. base of the *Wrekin* (1320 ft.), a solitary hill of trap rock, which has for some time been conspicuous to the left. The top, on which are some fortified remains and a restaurant, commands an extensive *View.

From Wellington to Market Drayton, 17 M., railway in ½-¾ hr. (fares 2*s.* 9*d.*, 1*s.* 9*d.*, 1*s.* 4½*d.*). Unimportant stations. — 11 M. *Hodnet*, 3 M. to the W. of *Hawkstone Park* (p. 288). — *Stych Hall*, 2 M. from (17 M.) *Market Drayton* (Corbet Arms), was the birthplace of *Lord Clive* (1725-74), who when a boy once climbed the lofty steeple of St. Stephen's Church there. Lines go on from Market Drayton to Crewe (p. 370) and Stoke (p. 371).

Wellington to *Craven Arms*, see p. 193.

Beyond (38 M.) *Upton Magna* the train crosses the *Severn*.

42 M. **Shrewsbury.** — Raven (Pl. a; D, 2), Castle St., R. from 4*s.* 6*d.*, D. from 2*s.* 6*d.*; George (Pl. b; C, 3), Shoplatch, opposite the New Market Hall, R. from 4*s.*, D. 3*s.* 6*d.*; Crown (Pl. c; D, 2), St. Mary's St., R. from 4*s.*, D. 4*s.*; Clarendon (Pl. d; D, 2), Pride Hill, R. 3*s.* 6*d.*, D. 3*s.*; Lion (Pl. e; D, 3), Wyle Cop, R. 4*s.*, D. 3*s.*; Unicorn (Pl. f; E, 3), Wyle Cop.

Shrewsbury is celebrated for its cakes, and visitors may still enjoy 'a Shrewsbury cake of Pailin's own make' (*'Ingoldsby Legends'*).

Not more than half-a-day need be devoted to Shrewsbury.

Shrewsbury, the county-town of *Shropshire* or *Salop*, an ancient place of 28,396 inhab., with some narrow steep streets and quaint old houses, is picturesquely situated on a hill surrounded on three sides by the Severn. Its name is derived from *Scrobbesbyrig*, an appellation meaning wooded hill (comp. 'shrub', 'scrub'), assigned to the British town found by the Saxons on this spot. As an important position on the Welsh march, it was formerly surrounded with walls, of which few traces remain. The Severn is crossed here by four bridges, the Welsh, the English, Kingsland, and Greyfriars.

Above us, to the left as we quit the station, rises the **Castle** (Pl. D, E, 1), originally founded by a vassal of William the Conqueror (entrance by an iron gate on the left, just before the *Presbyterian Church*).

The mansion formed out of the ancient keep is not shown, but visitors are permitted to ascend to the modern *Watch Tower*, which commands a fine view of the Severn and the country round Shrewsbury. — The walk outside the N. wall of the castle-enclosure leads to a covered bridge crossing the railway.

To the right, opposite the church, is the *Free Library and Museum* (Pl. D, 1), occupying the old building of the grammar-school (comp. p. 282). In front is a statue of *Charles Darwin* (1809-82; see p. 282). Immediately beyond the church is the picturesque half-timbered gateway of the old *Council House* (17th cent.). — A little farther on, St. Mary's St., diverging to the left, leads to the ***Church of St. Mary** (Pl. D, 2), which we enter by the porch

on the N. side. The architecture is of various periods, ranging from Norman to late-Perpendicular.

The *Interior, with its fine stained glass, is more pleasing than the exterior. The *Nave* is late-Norman, the *Transept* E. E., and the *Trinity Chapel* (to the S. of the choir) Perp. (15th cent.). The last contains a monument of the 14th cent. and in the *Chantry Chapel*, on the N. side of the chancel, is a tablet to *Admiral Benbow* (1653-1702), a native of Shrewsbury. The ceiling is of oak. The Jesse Window, at the E. end, dates from the 14th century. Under the W. tower is a memorial to *Bishop Samuel Butler* (d. 1840; see below).

On leaving St. Mary's we pass the churches of *St. Alkmund* and *St. Julian* (Pl. D, 3) and then descend to the S. (left), through the steep *Wyle Cop*, to the *English Bridge* (Pl. E, 3), over the Severn. Near the top of Wyle Cop, on the right, stands the house in which Henry VII. is said to have spent the night before the battle of Bosworth in 1485. Beyond the bridge we follow the road in a straight direction, passing under the railway, to the *Abbey Church (Pl. F, 3), which is in part a Norman structure and belonged to a monastery built by the founder of the castle. Among its chief features are the fine W. window (Perp.) and the recessed Norman doorway. The chancel and clerestory are modern. The interior contains the monument of Richard Onslow (d. 1571), Speaker of the House of Commons (originally in Old St. Chad's). To the S. of the church, in a coal-yard, is the fine *Stone Pulpit* (14th cent.) of the Refectory, almost the only relic of the monastic buildings.

On recrossing the bridge we turn to the left (Beeches Lane) and follow the line of the *Town Walls* (Pl. C, D, 4), passing the only remaining tower, the *Roman Catholic Cathedral* (Pl. C, 4), by Pugin, the *Girls' High School* (1897), and the handsome *Eye & Ear Hospital*.

Swan Hill descends to the left between the last-named buildings to *Kingsland Bridge* (Pl. B, 4), beyond which is the suburb of *Kingsland*, with the handsome brick buildings (1882) of **Shrewsbury Grammar School** (Pl. A, 4). This school, founded by Edward VI., ranks among the best public schools of England and is attended by about 300 boys. Bishop Samuel Butler was at one time head-master here, and Sir Philip Sidney, Wycherley, Judge Jeffreys, and Charles Darwin were pupils.

Beyond the Eye and Ear Hospital we reach *St. Chad's Church* (Pl. B, 3), a large circular building of about 1790, with a tall and unattractive pagan façade. Opposite is the **Quarry* (Pl. A, 3), a public park on the Severn, with fine lime-trees planted in 1719.

We may follow the walk along the river to the *Welsh Bridge* (Pl. B, 1), from the other end of which *Frankwell*, with its quaint houses, ascends to the left to *The Mount*, on which stands the house in which Darwin was born in 1809.

Recrossing the Welsh Bridge, we return through the Mardol to the centre of the town. From the large *New Market Hall* (Pl. B, C, 3), opposite which is the *Theatre* (Pl. B, C, 3), Mardol Head leads to Pride Hill and High St. The *Old Market Hall* (Pl. C, 3), in a square off the High St., is an Elizabethan edifice of 1595; opposite to it is a statue of *Lord Clive* (d. 1774), by Marochetti; and behind it

is the *Music Hall*, for concerts and meetings. At the beginning of the High St. are two interesting half-timbered houses, one bearing the date 1591. From the other end of the street we follow Fish St. (on the left) to **Butcher Row* (Pl. C, D, 2), an admirable example of the street-architecture of the 15th cent., which debouches on Pride Hill, about 10 min. from the station.

Environs. *Battlefield Church*, 3½ M. to the N. of Shrewsbury, marks the scene of the battle in which Henry IV. overthrew Hotspur and his allies in 1403. It was on this occasion that Sir John Falstaff fought 'a long hour by Shrewsbury clock'. About 1¾ M. to the W. of the town is *Shelton Oak*, a fine but now decayed tree, 45 ft. in girth, from which Owen Glendower is said, by an erroneous tradition, to have watched the progress of the contest. — The interesting ruins of *Haughmond Abbey*, 4 M. to the N. E., founded about 1100, are in a mixed Norman and Pointed style. The chapter-house has an oaken roof (16th cent.), but nothing remains of the church except some foundations excavated in 1907. *Haughmond Hill* affords a fine view of Shrewsbury. — About 6 M. to the S.E. (2½ M. from Upton Magna Station, p. 281) lies **Wroxeter**, with the interesting remains of the Roman city of *Uriconium*, a 'British Pompeii', forming an enclosure with a circumference of about 3 M. It is believed to have been burned by the West Saxons in the 6th cent., and the skeletons of three persons overtaken by the flames have been discovered among the ruins. Many of the antiquities found here are now in the Shrewsbury Museum (p. 281). — At *Acton Burnell*, 8 M. to the S.E., is an old castle in which Edward I. held a parliament in 1283. The church, restored in 1890, is a good specimen of E.E. work, inclining to Decorated. The road to Acton Burnell passes (5 M.) *Pitchford Hall*, a quaint half-timbered mansion of the 15th century. — Excursions may be made also to *Condover Hall*, *Buildwas Abbey* (p. 201), the *Wrekin* (10 M.; p. 284), *Stokesay Castle* (p. 193), etc.

From Shrewsbury to *Hereford*, see p. 192; to *Worcester*, see p. 200; to *Chester*, see R. 39. — Shrewsbury is a convenient starting-point for a visit to Central Wales, see RR. 28, 38.

38. From Shrewsbury to Aberystwyth. Central Wales.

81 M. Cambrian Railways in 3-4 hrs. (fares 11*s.* 6*d.*, 7*s.* 8*d.*, 6*s.* 9½*d.*). This line crosses the centre of Wales, and has direct connection from various points with the Southern Welsh places described in RR. 25-30 and the Northern Welsh places of R. 40.

On leaving Shrewsbury the train crosses the *Severn* and runs almost due west. From (5 M.) *Hanwood* a branch-line diverges on the left to *Minsterley*, with lead-mines. Near (15 M.) *Middletown* we skirt the base of the *Breidden Hills* (to the right; p. 284). At (17 M.) *Buttington Junction* we join the main Cambrian line.

20 M. **Welshpool** *(Royal Oak; Bull; Rail. Rfmt. Rooms)*, a town and agricultural centre of 6121 inhab., with manufactures of flannel, is situated near the Severn. The *Powysland Museum* (10-4, free) contains good collections of fossils, prehistoric and Roman antiquities, shells, etc. The *Church of St. Mary* (freely restored in 1871) has a good Dec. E. window; fine view from the churchyard.

About 1 M. to the S. of Welshpool stands **Powys Castle* (shown in the absence of the family), the venerable seat of the Earl of Powis, called by the Welsh *Castell Goch* (*i. e.* Red Castle) from the colour of the sandstone of which it is built. It was founded in the 12th cent., but has been much added to and modernized. The fine gateway is flanked by two

massive round towers. The castle contains some good portraits and tapestry and a valuable collection of Indian curiosities brought home by Lord Clive, an ancestor of the Earl. The state-bedroom is still kept exactly as it was when once occupied by Charles II. The beautiful *Park* is open to the public (entrance in the main street of Welshpool); fine view from the terraces in front of the castle.

Excursions may be made to *Guilsfield*, 3 M. to the N., with a fine old church; to the waterfall of the *Rhiw*, near *Berriew*, 4½ M. to the S., and on to (3 M.) *Montgomery* (see below); and to the N.E. to (4 M.) the Breidden Hills (highest summit, *Moel y-Golfa*, 1300 ft.). On *Breidden Hill* (1202 ft.) is a pillar commemorating Rodney's victory over the French in 1782 (view). Nearly all the hills near Welshpool are surmounted with remains of ancient fortifications. — A light railway runs to *Llanfair Caereinion* (Wynnstay Arms), 8 M. to the W.

From Welshpool to Oswestry, 16 M., railway in 25-45 min. (fares 2*s.* 2*d.*, 1*s.* 7*d.*, 1*s.* 4*d.*). This line passes through a pretty district, which would repay the pedestrian, who, however, should make a détour through the glen of the *Tanat*. From (10 M.) *Llanymynech* (Lion, R. 2*s.* 6*d.*, D. 3*s.*) a branch-line diverges to (9 M.) *Llanfyllin* (Wynnstay Arms, R. or D. 3*s.*), celebrated for its ales and sweet bells, which is 10 M. by road (coach) from *Lake Vyrnwy* (p. 325). — From (12 M.) *Llynclys* a light railway ascends the valley of the Tanat to *Llangynog* (14 M.), at the foot of the Berwyns (p. 289), passing (9 M.) *Llanrhaiadr Mochnant* (Wynnstay Arms, R. 2*s.*, D. 2*s.* 6*d.*), famed for its pony-fair. Llanrhaiadr is the nearest station to (5½ M.) **Pistyll Rhaiadr*, the highest waterfall in Wales (p. 326). *Penybontfawr* (inn), the station before Llangynog, is within 7½ M. of *Lake Vyrnwy* (p. 325). — 16 M. Oswestry (*Wynnstay*, R. 4*s.*, D. 3-5*s.*; *Queen's*, R. 4*s.*, D. from 3*s.*; *Rail. Rfmt. Rooms*), an interesting old town with 9579 inhab. and a picturesque church-tower. At Old Oswestry is a British camp, with five concentric ramparts. Oswestry is a convenient starting-point for an excursion to *Pistyll Rhaiadr* (see above; combined rail and coach tour, 2*s.* 6*d.* return). — At *Gobowen*, 2½ M. from Oswestry by a branch-line, we reach the railway from Shrewsbury to Chester (see R. 39).

26 M. *Montgomery*. The small town of **Montgomery** (*Green Dragon*), which lies 2 M. to the S.E. of the station, is interesting for the finely-situated ruins of the old **Castle*, dating from the 11th century. An extensive *British Camp* on an adjoining hill commands a fine view. The *Church* contains some old monuments. About 1 M. to the S.E. is *Lymore House*.

Offa's Dyke, a boundary rampart erected by King Offa of Mercia (8th cent.), and extending from Flintshire to the mouth of the Wye (p. 189), passes within a mile or two of Montgomery (to the E.) and may be conveniently visited thence. In places the Dyke is 15 ft. high.

From (30 M.) *Abermule* a short branch-line diverges on the left to *Kerry*, with an interesting, partly Norman church. — 34 M. *Newtown* (Bear), a flannel-manufacturing town with 6500 inhabitants. The new church contains a fine screen removed from the old church. *Robert Owen* (1771-1858), the socialist (comp. p. 542), was born, died, and is buried here. — About 1 M. to the S., on the road to Builth, is a fine waterfall, 75 ft. high.

38½ M. *Moat Lane* (Rail. Rfmt. Rooms), the junction of the line to Llanidloes, Builth, Brecon, and Merthyr Tydfil (see p. 218). — Beyond (40 M.) *Caersws* the line quits the Severn and enters the pretty wooded valley of the *Carno*. About 1½ M. to the N.E. of (45 M.) *Carno* lie three picturesque little lakes. We now cross the highest point of the line (690 ft.). — 52 M. *Llan-*

brynmair (Wynnstay Arms); 5 M. to the S. is the beautiful *Waterfall of the *Twymyn*, 140 ft. high. — From (56½ M.) *Cemmes Road* (Dovey Hotel), 1¾ M. from *Cemmes*, a mineral line (no passenger trains) runs through the pretty valley of the *Dovey* or *Dyfi* to (7 M.) *Dinas Mawddwy* (Buckley Arms, R. or D. 3*s*.), whence Aran Mawddwy (p. 324) may be ascended in ca. 3 hrs.

About 1½ M. to the S. E. of Dinas Mawddwy is *Mallwyd* (Peniarth Arms), a charmingly-situated village, with some fine yews in the churchyard. Walkers may go on from Dinas Mawddwy to (7 M.) the *Cross Foxes Inn* (p. 320) and (10½ M.) *Dolgelley* (p. 320), or cross the *Bwlch-y-Groes* (p. 324) to (12½ M.) *Llanuwchllyn* (p. 324) or to (16 M.) *Lake Vyrnwy* (p. 325). An excursion-brake runs thrice weekly from Dinas Mawddwy to Dolgelley.

61½ M. **Machynlleth** (*Wynnstay & Herbert; Lion; Glyndwr*, near the station; *Rail. Rfmt. Rooms*), pronounced *Machúnthleth*, a small town with 2038 inhab., believed to be the Roman *Maglona*, is prettily situated on the *Dovey*, at the foot of the *Arran-y-Gessel* (2225 ft.). It affords convenient headquarters for excursions, owing to its central situation and extensive railway-communications. The Perp. old *Church* has been restored. *Plas Machynlleth*, the residence of Lord Herbert Vane-Tempest, adjoins the town on the S.

Among the favourite points within easy reach are Barmouth (p. 317), Dolgelley (p. 320), Tal-y-Llyn (see below), Cader Idris (p. 323), Mallwyd (see above), Llyfnant Valley (p. 286), Llanidloes (p. 218), Plinlimmon (see below), and Aberystwyth (p. 287).

From Machynlleth to Tal-y-llyn, a charming half-day excursion (comp. Map, p. 319). From Machynlleth a narrow-gauge railway threads a pretty valley to (5 M.) **Corris** or *Abercorris* (*Braich Goch Inn*, rustic, R. from 1*s*., D. 2*s*.), whence coaches (1*s*.) ply in summer to (5 M. in ¾ hr.) the foot of Tal-y-Llyn, a lake at the S. base of Cader Idris. The road from Corris, as we ascend to the col (660 ft.), whence Cader Idris is well seen, is flanked with slate-quarries. When the Tal-y-Llyn valley is reached we turn to the left and skirt the lake, while the road to *Dolgelley* (11 M. from Corris) leads to the right via *Minffordd* and the *Cross Foxes Inn* (p. 320). Near the point of divergence begins the 'Minffordd ascent' of Cader Idris (p. 323); good climbers may ascend the mountain and descend to Tal-y-Llyn (ca. 3 hrs. in all) in time to catch the coach returning to Corris. — **Tal-y-Llyn** (*Tyn-y-Cornel Hotel*, pens. 5*s*. 6*d*. per week; *Pen-y-Bont Inn*, at the outlet of the lake, 6*s*. 6*d*. per day) is a favourite resort of anglers. Cader Idris may be ascended hence by active climbers in 2 hrs. The route follows a small valley to *Llyn-y-Cae* (p. 324), whence a steep climb brings us direct to the top. A public conveyance plies daily from Tal-y-Llyn to (10 M.) *Towyn* (p. 286), passing (3½ M.) *Abergynolwyn* (narrow-gauge railway to Towyn, see p. 286) and (5 M.) *Dolgoch Waterfalls*.

The road from Machynlleth to (20 M.) *Llanidloes* (p. 218) is pretty at each end, but dull in the middle. It passes the (12 M.) *Stay-a-Little Inn*.

The ascent of **Plinlimmon** (2469 ft.), which lies about 10 M. to the S. of Machynlleth, may be made from the head of the Llyfnant valley. The view is disappointing, and the mountain has been described as 'sodden dreariness'. *Dufftyn Cistell Inn* is 3½ M. to the S. of the summit, on the highroad between Llanidloes and Devil's Bridge.

The road from Machynlleth to (18 M.) *Aberystwyth* (p. 287) is not of great interest, but walkers will be repaid by going as far as Llanfihangel (p. 287), with digressions to the *Llyfnant Valley* (see p. 286) and *Bedd Taliesin* (p. 287), the grave of the Welsh Homer (in all about 8 M.). The route recommended is as follows. We follow the hill-road to (3 M.) *Glas-Pwll* (p. 286), but just before reaching it diverge to the left to (1 M.) *Gallt-y-Bladur Farm* (p. 286) for a view of *Pistyll-y-Llyn* (p. 286). From the farm we descend into the valley at the *Rhiadr Gorge*, and follow the track

leading down the stream to the (4 M.) main road, at the entrance of the valley. We then follow the road to the left, passing *Glandyfi Station*, *Glandovey Castle*, and (2 M.) *Eglwys Fach*. At *Furnace*, 1/3 M. farther on, we leave the highroad and proceed through the main valley (left), in a due S. direction, to (3 M.) *Bedd Taliesin* (p. 287). Thence we may either proceed to the right to (1 M.) *Tre Taliesin* (inn), on the main road, or continue in a straight direction to (2 M.) *Tal-y-Bont* (hotel), which also lies on the main road, 3 M. to the N. of *Llanfihangel* (p. 287).

The train now descends the green valley of the *Dyfi* or *Dovey*. At (65 1/2 M.) *Dovey Junction* (Rail. Refreshment Rooms) the line forks, the left branch going to Aberystwyth, and the right branch running N. to Barmouth and Afon Wen (for Pwllheli, p. 315).

From Dovey Junction to Barmouth, 21 1/2 M., railway in 3/4-1 hr. (fares 2*s.* 11*d.*, 2*s.* 1*d.*, 1*s.* 9 1/2*d.*). This beautiful line skirts the coast nearly the whole way. The view, to the left, of the estuary of the *Dovey* is fine at high-tide. — 6 M. **Aberdovey** (*Trefeddian Hotel*, R. 4*s.* 6*d.*, D. 5*s.*, 2/3 M. to the N. of the station; *Dovey*, *Penhelig Arms*, 1/2 and 1 M. to the S. of the station, both unpretending), a small watering-place at the mouth of the Dovey, with good sands, a golf-course, and a mild climate. The line here turns to the N. — 10 M. **Towyn** (*Corbett & Raven; Whitehall*) is a popular sea-bathing resort. The ancient church, which has been partly rebuilt, contains 'St. Cadfan's Stone', a time-worn relic, with an inscription that has never been satisfactorily deciphered. [A narrow-gauge railway, starting from the *Pendre Station*, 1 M. to the E. of the Cambrian station, runs from Towyn to (7 M.) *Abergynolwyn*, whence an ascent of Cader Idris (p. 323) leads viâ (3 M.) *Llanfihangel-y-Pennant* (Peniarth Arms) to the summit in 3 1/2-4 hrs. To *Tal-y-Llyn*, see p. 285.] — Beyond Towyn *Cader Idris* soon comes into view to the right. 16 1/2 M. *Llwyngwril*. 18 3/4 M. *Fairbourne* (Ynysfaig Hall Hotel), a quiet summer-resort, beside the Barmouth golf-course, is connected by tramway (2*d.*) with the ferry from Barmouth (p. 317). — 19 3/4 M. *Barmouth Junction*, and thence to (21 1/2 M.) *Barmouth*, see p. 319.

From Dovey Junction the Aberystwyth train descends the left bank of the Dovey to (66 1/2 M.) *Glandyfi*. Above the station is the pretty little *Glandovey Castle*.

*From Glandyfi to Machynlleth by the Llyfnant Valley and Pistyll y-Llyn, 9 M. This walk (comp. p. 285) is especially beautiful in autumn. From the station we follow the highroad to Machynlleth for 1/2 M., and then ascend the lane to the right (guide-post, 'Llyfnant Valley'). At the (1/3 M.) fork we keep to the right. The track ascends through a beautifully wooded valley, and then descends to (2 1/2 M.) *Glas-Pwll*, a small house embosomed among trees. At Glas-Pwll we cross a foot-bridge over a tributary brook and immediately reach another bridge over the main stream. The fall of *Cwm Rhaiadr* lies to our right, about 3/4 M. up this stream, the best route ascending on the right bank (*i. e.* to our left as we ascend). The gorge with the fall is very picturesque. Instead of returning to the road at Glas-Pwll we may scramble up the high side of the gorge and so reach the road on the N. side of the valley, by which we proceed to the right to (1/2 M.) *Gallt-y-Bladur Farm*. [If we return to the road at Glas-Pwll, we follow it for 150 yds., and then turn to the right to reach the farm.] Near this farm we obtain the best view of the fall of *Pistyll-y-Llyn*, which lies about 1 1/2 M. to the S.; it is unnecessary to go nearer. We now return to the (1 M.) Machynlleth road, which leads to the N. of Glas-Pwll. After about 1 1/4 M., at the foot of a descent, we cross a stream and ascend the middle track, avoiding those which lead to the right and left through gates. After 5 min. we pass some cottages on the right and soon obtain a view of the Dovey valley to the left. The road then dips once more, but re-ascends to the (3/4 M.) point from which we make our final descent to the highroad through the Dovey valley. Machynlleth soon comes into sight; and a well-marked footpath to the right, at a cottage, cuts off a corner. — 1 M. *Machynlleth*, see p. 285.

The train now skirts the S. side of the *Dovey Estuary*. — 73 M. *Borth* (Cambrian Hotel; Rail. Rfmt. Rooms), a small watering-place, with a sandy beach and a fair golf-course. A walk may be taken from Borth to (5 M.) *Bedd Taliesin* (p. 286), with the burial cairn of Taliesin, the greatest of the Welsh bards (6th cent.). — 75½ M. *Llanfihangel* (p. 286), a pretty little spot; 77 M. *Bow Street*. The train now makes a wide sweep to the left and enters (81 M.) *Aberystwyth* from the S.E.

Aberystwyth (**Queen's*, R. from 4*s*. 6*d*., D. 5*s*, *Bellevue*, R. from 3*s*., D. 3*s*. 6*d*., *Waterloo Hydro Hotel*, pens. from 42*s*. per week, *Plynlymon Boarding House*, all facing the sea; *Lion Royal*, an old-fashioned house, *Talbot*, two commercial houses in the town), a frequented watering-place with 8013 inhab. and a bracing climate, is situated on a shallow bay to the N. of the confluence of the *Ystwyth* and *Rheidol*, which here unite just before entering the sea to form a small harbour. The beach, which is well adapted for bathing, is flanked by a paved *Marine Promenade*, 1½ M. in length, embellished with flower-beds and lighted at night by electricity, from which projects a *Promenade Pier* (adm. 2*d*.), with a spacious entertainment-pavilion. On the S.W. the Parade has been carried round the abrupt rocky promontory on which are the ruins of an old *Castle*, erected by Gilbert de Strongbow at the beginning of the 12th cent., and finally destroyed by Cromwell. Between the castle and the pier stands the *University College of Wales* (500 students), an imposing though somewhat irregular building, opened in 1872 and largely rebuilt after a fire in 1898 (adm. 6*d*.; during vacation daily, 10-1 and 2-5, at other times on Mon., Wed., & Frid., 3-5). Adjoining is a Calvinistic Methodist *Theological College*, opened in 1906; and at the N. end of the Parade is *Alexandra Hall*, a hostel for women students. — The *National Library of Wales*, established by royal charter dated 1907, is housed in the Assembly Rooms, Great Darkgate St., pending the erection of a permanent building, ¼ M. to the E. of the town.

The collection (45,000 printed vols.; 1200 MSS.) is especially rich in early Welsh books, Bibles, & hymn-books; and includes the Hengwrt and Peniarth MSS. and the Shirburn Castle MSS. The oldest MSS. of the Holy Grail and other Arthurian romances and one of the earliest and best MSS. of Chaucer's Canterbury Tales are among the treasures of the library. The library is open to research-workers on application to the librarian, Dr. John Ballinger.

Extensive views, including the entire range of Cardigan Bay and its background of mountain, may be obtained from the Castle grounds (see above); from *Pen Glais* or *Constitution Hill* (450 ft.; cliff-railway; return-fare 3*d*.). to the N. of the town, and from (1 M.) *Pen Dinas* (400 ft.), to the S., with a column in memory of the Duke of Wellington. — Walks may be taken to (2¼ M.) *Allt-Wen* and (5 M.) *Tull Twrw*, or the *Monk's Cave*, both on the coast to the S.; to *Llanbadarn-Fawr*, with its fine church, 1 M. inland; and to *Nant Eos* (permission necessary), 4 M. to the S.E. A railway-excursion may be made to *Strata Florida* (p. 223).

From Aberystwyth to the Devil's Bridge, 12 M., narrow-gauge railway in 65 min., ascending the wooded valley of the *Rheidol* (return-fares 3*s*., 2*s*.; best views on the left). No one should miss this excursion; the

return may be made on foot viâ *Hafod* to *Trawscoed* (see below). — The *Pont-ar-Mynach, or Devil's Bridge (*Hafod Arms Hotel*, R. 3*s*., L. 2*s*.; cheaper rfmt. rooms in the neighbourhood), is a small bridge constructed by the monks of Strata Florida in the 11th or 12th cent. over the deep gorge of the *Mynach*, at its junction with the *Rheidol*. Both rivers form beautiful waterfalls near the junction. The old bridge is now surmounted by another added in 1753 and that by an iron viaduct dating from 1901, but is well seen from below. Most of the best view-points are within the grounds (adm. 1*s*.) of the hotel; the visit involves a good deal of damp and fatiguing, but not difficult, climbing. Walkers should visit the **Parson's Bridge*, which spans the Rheidol gorge 1½ M. farther up (to the N.) just below the church of *Yspytty Cynfyn*. About 1½ M. farther on is *Pont Erwyd* (inn), in front of which the river flows through a rocky 'gut', forming falls of some size after rain. — About 4 M. to the S.E. of the Devil's Bridge is *Hafod*, a large mansion in a well-wooded park. Near it is the church of *Eglwys-Newydd*, containing a fine monument by Chantrey. From Hafod we may descend the valley of the *Ystwyth*, passing *Pont Rhyd-y-Groes* (Bear), to (7½ M.) *Trawscoed*, whence we may return to Aberystwyth by train. — *Strata Florida* (p. 223) is 6 M. to the S. of Hafod.

A motor-omnibus runs daily from Aberystwyth to (16 M.) *Aberayron* (p. 223).

From Aberystwyth to *Carnarvon*, comp. RR. 40b and 40c.

39. From Shrewsbury to Chester.

a. *Viâ Whitchurch.*

43 M. L. & N.W. Railway in 1¼-2¼ hrs. (fares 6*s*. 6*d*., 4*s*. 4*d*., 3*s*. 2½*d*.)

The first stations are *Hadnall*, *Yorton*, and (12 M.) *Wem*. At *Weston-under-Redcastle*, 4 M. to the E. of Wem is *Hawkstone Hotel* (R. from 4*s*. 6*d*., D. 4*s*. 6*d*.). — 21½ M. **Whitchurch** (*Victoria; Swan; Rail. Rfmt. Rooms*), a town with 5219 inhab., is the junction of the Cambrian Railways to Ellesmere, Whittington, and Oswestry (p. 284) and of the L. & N. W. line to Crewe (p. 371). The church contains the monument of Talbot, first Earl of Shrewsbury, killed at Bordeaux in 1453. About 4 M. to the N.E. is *Combermere Abbey*, the seat of Viscount Combermere, with a fine park (open to visitors) and a large lake or mere, the pike-fishing in which is famous. — The following stations are unimportant. — 43 M. *Chester*, see p. 290.

b. *Viâ Ruabon.*

42 M. G. W. Railway in 1-2 hrs. (fares 6*s*. 6*d*., 4*s*., 3*s*. 2½*d*.). This line, skirting the eastern margin of North Wales, is more attractive than the one above described, especially in the Dee valley.

The train leaves the *Severn* to the left and crosses the battle-field of Shrewsbury (p. 283). Beyond (7¼ M.) *Baschurch*, a village with remains of a British hill-fort, we traverse a flat and marshy district. The Breidden Hills are visible in the distance, with Rodney's monument (p. 284). — 16 M. *Whittington*, a prettily-situated village, with the ruins of an old castle, is also a station on the line from Oswestry to Whitchurch (see above).

Near (18 M.) *Gobowen*, the junction for the line to Oswestry and Welshpool (see p. 284), we cross *Watt's Dyke*, an embankment resembling Offa's Dyke, and supposed like it to have been erected by

the Mercian Saxons to defend themselves against the Britons. Near (20 M.) *Preesgweene* the train crosses the charming valley of the *Ceiriog*, here the boundary between Shropshire and Wales, by a viaduct 100 ft. high. — 21 M. *Chirk* (*Hand Hotel), a prettily situated village near the left bank of the Ceiriog.

From Chirk to Glyn Ceiriog, 6½ M., steam-tramway in 40 min. (fares 1s. 4d., 8d.), ascending the valley of the *Ceiriog*. The line runs through Chirk Castle Park viâ *Pontfaen* to (2 M.) *Castle Mill*. ½ M. from Chirk Castle, and thence viâ *Pontfadog* and *Dolywern* to (6½ M.) *Glyn Ceiriog* (Glyn Valley Hotel), with subterranean slate quarries.

*Chirk Castle (R. Myddelton Biddulph, Esq.), a rectangular structure with massive round towers at the angles, enclosing a large quadrangle, lies 1¼ M. to the W. of Chirk station (open on Mon. & Thurs., 1-5 p.m.; adm. 1s.). It was erected by Roger Mortimer in the reign of Edward I. (1272-1307), on the site of an ancient fortress; but many of the details are of Elizabethan or later date. During the Civil War it was seized by the Royalists and besieged in vain by its owner, Sir Thomas Myddelton, at that time one of the Parliamentary leaders. The interior contains oak-carvings, family-portraits, and an ebony *Cabinet presented to Sir Thomas Myddelton by Charles II., the interior of which is adorned with silver plaques and a series of exquisitely coloured paintings on copper, ascribed to Rubens. The ramparts command a fine *View of the beautiful *Park* and the surrounding country.

From Chirk to *Llangollen*, see p. 328.

Beyond (23½ M.) *Cefn* the train crosses the valley of the *Dee* by a viaduct 145 ft. high and 1450 ft. long, commanding an exquisite *View in both directions. To the left is *Pont-y-Cysylltau* (p. 329), in the distance are the *Berwyn Mts.*

25 M. **Ruabon** *(Wynnstay Arms; Rail. Rfmt. Rooms)*, near which are some important iron and coal mines, is the junction of the railway to Llangollen, Corwen, and Dolgelley (see R. 40c). The church contains several monuments of the Wynn family. The valley of the Dee and other environs afford numerous charming walks.

To the S. of the town is **Wynnstay**, the seat of Sir Herbert Williams-Wynn. The house (modern) is not shown, but visitors are admitted, on application, to the large *Park*, which contains some good timber and numerous deer.

The line now runs parallel with Offa's Dyke and Watt's Dyke, through a district abounding in coal and iron. To the right, near Wrexham, is *Erddig Hall*, picturesquely situated on a hill.

30 M. **Wrexham** *(Wynnstay Arms; Knowles's Temperance)* is a well-built market-town with 14,966 inhab., sometimes called the metropolis of North Wales. The handsome **Church*, built in 1472 on the site of an earlier building, contains two monuments by Roubiliac; the tower, added in 1506, is adorned with numerous figures of saints. Outside the church, to the W. of the tower, is the tomb of Elihu Yale (1648-1721), after whom Yale University is named. The quaint epitaph, restored in 1874 by the authorities of Yale, begins:

'Born in America, in Europe bred, In Africa travelled, in Asia wed
Where long he liv'd and thriv'd, in London Dead.
Much good some ill he did, so hope all's even
And that his soul through mercy's goue to heaven.'

From Wrexham to Ellesmere, 13 M., branch-railway in ½ hr. — **Ellesmere** (*Bridgewater*, R. 3*s.* 6*d.*; *Red Lion*) is a picturesque little town with an interesting church (restored) and several small lakes or meres.

From Wrexham to Birkenhead and Liverpool, 32 M., railway in 1¹/₃-1³/₄ hr. (fares 4*s.* 8*d.*, 3*s.*, 2*s.* 4*d.*). This line affords a direct route between North Wales and Liverpool. — 2 M. *Gwersyllt.* 3 M. *Caergwrle*, near which are the ruins of *Caergwrle Castle.* At (8 M.) *Hope* we intersect the line from Chester to Mold (p. 298). — 9 M. *Buckley Junction;* 11 M. *Hawarden* (Glynne Arms), the nearest railway-station for *Hawarden Castle* (p. 297). 13 M. *Connah's Quay & Shotton* is the junction of a line to *Chester* (Northgate Station; see below), which, with the Birkenhead line, is carried across the Dee by means of a swing-bridge 527 ft. in length. — Our line now traverses the peninsular portion of Cheshire known as the *Wirral* viâ *Neston & Parkgate* (p. 300), *Barnston*, and *Upton.* — From (27½ M.) *Bidston* some trains run to (30 M.) *Seacombe*, whence ferry-steamers cross the Mersey to *Liverpool.* Others run viâ *Birkenhead Docks* and through the *Mersey Tunnel* (comp. p. 353) to the (32 M.) *Central Station* at Liverpool.

Branch-lines (rail motor-cars) run from Wrexham to (6 M.) *Coed Poeth* and to (4 M.) *Ross.*

33 M. *Gresford*, the birthplace of Samuel Warren (1807-77), author of 'Ten Thousand a Year', with a fine church. The line runs nearly parallel with the *Alyn*, a tributary of the Dee. To the left, in the distance, rise the *Clwydian Hills* (p. 302). 40 M. *Saltney*, with extensive works. The train now crosses the Dee by a huge cast-iron bridge and passes through a short tunnel.

42 M. Chester. — **Railway Stations.** *General Station* (Pl. F, G, 1), an extensive and handsome building, used in common by the L. & N. W. R. and the G. W. R., ½ M. from the centre of the town (to the N. E.). — *Northgate Station* (Pl. D, 1), Victoria Road, for the 'Cheshire Lines'. — *Liverpool Road* (beyond Pl. C, 1), a suburban station for the line to Wrexham, etc. — The hotel-omnibuses meet the trains.

Hotels. *Grosvenor (Pl. a; D, 3), Eastgate St., a modern building in the old timbered style, R. or D. 5*s.*; *Queen (Pl. b; F, 1), connected by a covered way with the General Station, R. 4*s.* 6*d.*; Blossoms (Pl. c; E, 3), St. John's St., R. or D. 4*s.* — Hop Pole (Pl. i; E, 3), Eastgate St.; Bull & Stirrup (Pl. g; C, 2), Upper Northgate St. — Westminster (Pl. e; F, 1), R. from 3*s.*, D. 4*s.* 6*d.*, Washington (Pl. h; F, 1), R. 3*s.*-3*s.* 6*d.*, D. 3*s.* 6*d.*, Windsor, three temperance hotels in City Road, near the General Station.

Restaurants. *Bolland*, 40 Eastgate Row (also confectioner), with a *Café* below (entr. No. 33); *Baker*, *The Cecil*, Bridge St.; at the *General Station.* — *Williamson's Café*, Brook St.; *City Café*, opposite the Town Hall.

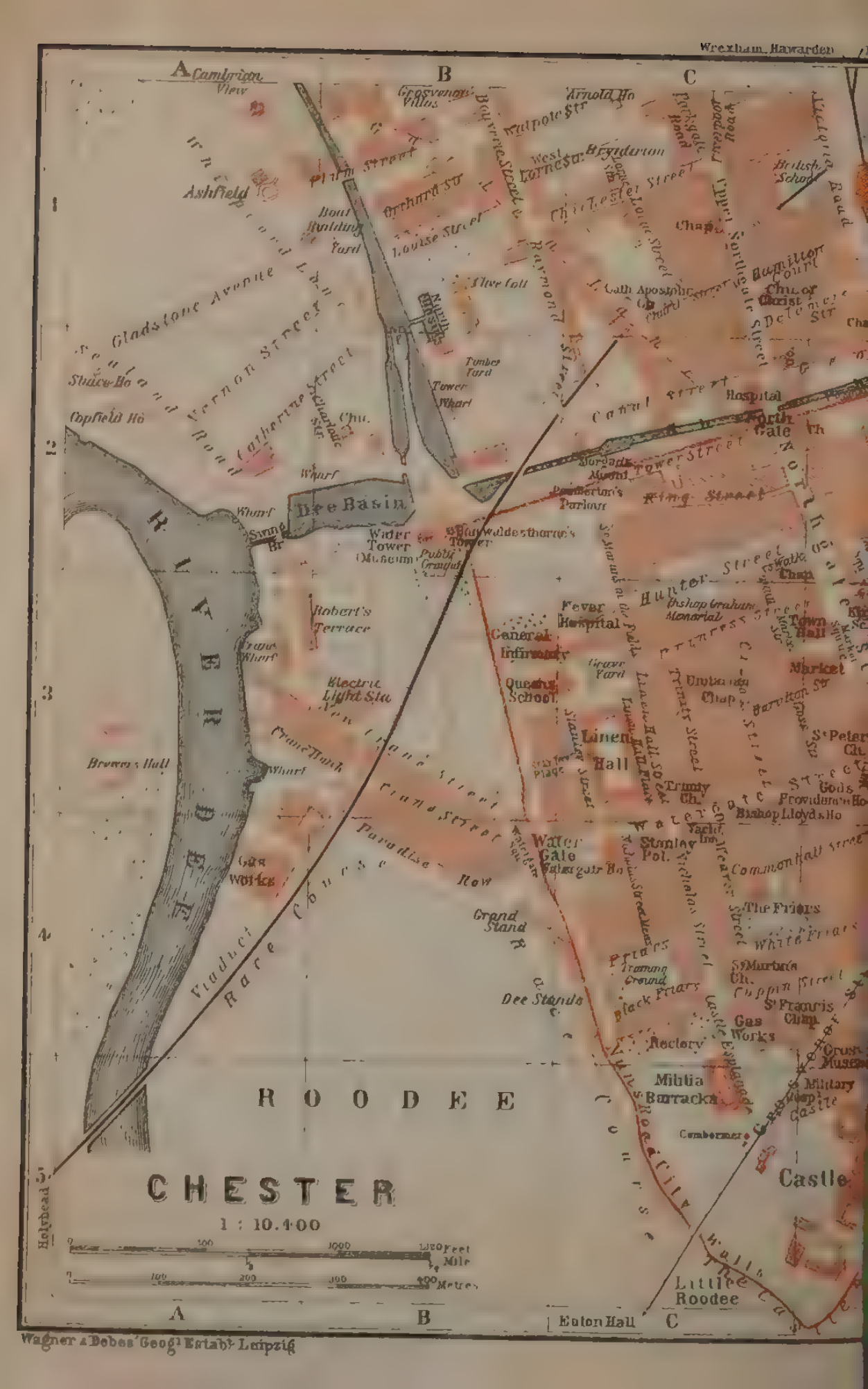
Cabs. For 1-2 pers. 1*s.* per mile; 6*d.* for each ½ M. additional; 3-5 pers. 1*s.* 6*d.* and 6*d.*; per hour 2*s.* 6*d.*; each addit. ¼ hr. 6*d.* Fare and a half between midnight and 6 a.m. No charge for ordinary luggage.

Electric Tramway from the General Station through the town to *Grosvenor Bridge*, *Eaton Park* (fares 2*d.*, 1*d.*), and *Saltney*; from St. Werburgh's St. to *Tarvin Road* and *Christleton Road* viâ Boughton Road (fare 1*d.*).

Steamers (small), starting near the Suspension Bridge (Pl. E, 4), ply up the Dee in summer to (3 M.) *Eccleston Ferry* (6*d.*, return 9*d.*), *Iron Bridge*, *Eaton* (8*d.*, return 1*s.*), and *Farndon.* — **Coach** to *Shrewsbury* (p. 281) daily in the season.

Boats on the Dee 6*d.*-3*s.* per hour, 4-20*s.* per day, according to the size; charges doubled on Bank Holidays. — **Swimming Baths**, in the Dee, near the Suspension Bridge. — **Horse Races** on the Roodee (p. 292) in May. — **General Post Office** (Pl. D, E, 3), St. John's Street.

Chester, the capital of Cheshire and the seat of a bishop, with (1901) 36,281 inhab., is pleasantly situated on the right bank of the *Dee*, a few miles above its estuary, and is perhaps the most quaint and mediæval-looking town in England. Strangers arriving


Wrexham, Hawarden
A
B
C
Cambrian View
Grosvenor Villas
Arnold Ho
Bridge Road
Bridge Street
Eaton Road
Eaton Street
Boughton
Eaton Road
Upper Northgate Street
Northgate Street
Chester Street
Parkgate Road
Woodland Road
Ashfield
Plas Street
Boat Building Yard
Orchard St
Louise Street
Raymond St
Hive Cott
Cath Apostolic Ch
Chapel
British School
Bellevue Road
Gladstone Avenue
Vernon Street
Shady Ho
Copfield Ho
Catherine Street
St Richards Ter
Chu
Timber Yard
Tower Wharf
Wharf
Dee Basin
Water Tower (Museum)
Public Garden
St Mary-de-Wallsthorne's
Canal Street
Hospital
North Gate
Tower Street
Morgan's Mount
Pemberton's Parlour
King Street
Hunter Street
Fever Hospital
Bishop Graham Memorial
Town Hall
Market
Robert's Terrace
General Infirmary
Grave Yard
Queen's School
Electric Light Sta
Trinity Street
Linen Hall
Trinity Ch
Providence Ho
Bishop Lloyd's Ho
Brewer's Hall
Crane Wharf
Crane Bank
Grand Stand Street
Paradise Row
Water Gate
Stanley Pol.
Common Hall Street
Gas Works
Grand Stand
The Friars
White Friars
Friars Tanning Ground
Black Friars
St Martin's Ch
Gas Works
Rectory
Dee Stands
Race Course
Viaduct
Militia Barracks
Military Hospital
Castle
Cumberland
Little Roodee
Eaton Hall
Holyhead
R I V E R
D E E
R O O D E E
CHESTER
1 : 10.400
Feet
Mile
Metres
Wagner & Debes' Geogl Estabt Leipzig

E
F
G
General Station
Goods Station
Dock Company's Depot
Lead Works
Cattle Market
Commercial Hall
Queen's Park
The Earl's Eye
Queen's Park Road
Queen's Place
Queen's Drive
Queen's Crescent
Lower Park Road
Prospect Terrace
Bridge Street
Duke Street
Grange Lane
Hamilton Square
Clarence Street
Brunswick Street
Union Street
Price Street
Chapel Street
Victoria Crescent
Park Road
Park Road East
Park Road West
Park Road North
Park Road South
Park Crescent
Park Terrace
Park Lane
Park Place
Park Street
Park Gate
Park Cottages
Park Villas
Park Hill
Park Hill Road
Park Hill Terrace
Park Hill Villas
Park Hill Cottages
Park Hill Place
Park Hill Street
Park Hill Crescent
Park Hill Lane
Park Hill Gate
Park Hill Cottages
Park Hill Villas
Park Hill Terrace
Park Hill Road

in Liverpool should unquestionably devote a day to this most interesting little city, even though unable to extend their tour into North Wales, of which Chester forms the usual portal. Every effort has been made to carry out modern improvements in such a way as to interfere as little as possible with the characteristic features of the place. Chester formerly carried on a considerable shipping trade, most of which has been lost through the silting up of the Dee. Monthly markets are held for the sale of Cheshire cheese in the *Cheese Market* (Pl. D, 3), behind the Town Hall.

History. Whether or not a settlement of the early Britons occupied the place of modern Chester is uncertain, but the Romans at once recognized the importance of the position, and for four centuries, beginning about A. D. 60, *Deva*, or the camp upon the Dee, was the headquarters of the famous XXth Legion. Its claim to rank as a *colonia* has not been established, but its very name, a softened form of the Saxon *ceaster*, meaning the camp (Latin *castra*), proves its importance as a military post. The original Saxon name in its full form was, however, *Laegeceaster*, which like the Welsh *Caerleon*, was a translation of the later Roman name, *Castra* or *Civitas Legionum*. Innumerable Roman remains have been found in different parts of the city, and are now preserved in the Grosvenor Museum (p. 296). After the departure of the Romans Chester was possessed in turn by the Welsh, the Saxons, and the Danes. In 607 it was destroyed by *Æthelfrith* of Northumbria, who on the same occasion massacred the 1200 monks of Bangor Iscoed, 'the last great victory of English heathendom over British Christianity.' It may then, according to one view, have lain desolate for nearly three centuries, till the Danes found refuge in it in 894 and maintained it for a year against King Alfred. Sixteen years later it was rebuilt by *Æthelred* of Mercia and his wife *Æthelflaed*, who extended the walls so as to embrace the site of the castle. Chester was the last English city to yield (in 1070) to William the Conqueror, who created his nephew, Hugh Lupus, Palatine Earl of Chester, and entrusted him with the task of curbing his Welsh neighbours. The earldom reverted to the crown under Henry III. (1237), and still furnishes a title to the eldest son of the reigning monarch. In the Great Civil War the citizens held out stoutly for Charles I. for two years (1644-6), but were finally starved into surrender. The present bishopric of Chester dates from the reign of Henry VIII. (1541), though the see of Lichfield was transferred to Chester for a few years in the 11th cent. (1075-85), and all through the middle ages the bishops of Lichfield were as often as not called bishops of Chester.

Visitors specially interested in the topography of Chester may obtain further information from *Mr. J. Matthews Jones*, the City Engineer, Town Hall, when his official and other engagements permit. Mr. Jones discovered the inscribed stones now in the Grosvenor Museum.

Chester still bears distinct traces of its origin in a Roman castrum, and the older part of it forms an oblong, intersected by two main streets at right angles to each other and surrounded by walls, a walk round which forms the best introduction to the city. The present ***Walls**, constructed of red sandstone, are not older than the 14th cent., and it is doubtful whether even the foundations contain any work of an earlier period. On three sides, however, the line of the Roman walls is followed, while the S. wall has been pushed considerably forward. The circuit of the walls is nearly 2 M., and the paved footway on the top, 4-6 ft. in width, affords a delightful walk, commanding admirable views of the city and its surroundings. The gates are modern.

Walk round the Walls. Leaving the *General Railway Station* (Pl. F, G, 1), we pass through City Road and Foregate Street, and reach the walls at (1/2 M.) the East Gate (Pl. D, 3). We ascend the steps to the right and follow the walls towards the N. (right), obtaining almost at once a splendid view of the cathedral (p. 293). At the N. E. angle of the walls is the *Phoenix Tower* (Pl. D, 2; adm. 1*d*.), the most interesting of those still remaining, with an inscription recording that Charles I. hence witnessed the defeat of his troops on Rowton Moor in 1645. The view from the top includes the ruined castle of Beeston (p. 298), on a hill 10 M. to the S.E. Skirting the N. wall, part of which seems of earlier workmanship than the rest (possibly Norman), is the Shropshire Union Canal, taking the place of the ancient moat. After crossing the *North Gate* (Pl. C, 2) we reach a watch-tower called *Morgan's Mount* (Pl. C, 2; *View from the platform, including Moel Fammau and Flint Castle), and then, a little farther on, *Pemberton's Parlour*, a semicircular tower, with an inscription recording repairs made on the walls in 1701. Beyond Pemberton's Parlour an opening has been made in the wall for the railway, close to *Bonwaldesthorne's Tower* (Pl. B, 2), at the N.W. angle of the old city. This tower is connected with the outlying *Water Tower*, now used as a museum (adm. 1*d*.); and in the little garden between them there are some Roman remains (hypocaust, columns, etc.). The Water Tower owes its name to the fact that ships used to be moored to it in the days when the tidal waters of the Dee washed the walls of Chester. From its top a good view is obtained of the estuary of the Dee and the Welsh Mts. Returning to the wall and proceeding towards the S., we again cross the railway, and, after passing over the *Water Gate* (Pl. B, 4), observe below us (right) the *Roodee* or *Roodeye* (Pl. A, B, 4, 5), a picturesque racecourse (see p. 290). The name is said to be derived from a cross erected to mark the spot where an image of the Virgin was found, which had been thrown into the Dee by the sacrilegious natives of Hawarden. In front is *Grosvenor Bridge*, crossing the Dee in a single bold span of 200 ft. Within the walls, at their S.W. angle, is the *Castle* (see p. 296). The wall now skirts the Dee, and at *Bridge Gate* (Pl. D, 5) we pass the picturesque *Old Bridge*, of the 13th cent., and the huge *Mills of Dee*, which have existed here in one form or another for 800 years. On the left we get a good view, from the Bridge Gate, of the Bear and Billet Inn (p. 293). On the opposite side of the river is *King Edgar's Field*, containing the so-called *Edgar's Cave*, with a rude Roman sculpture. The story goes that in 971 King Edgar of Mercia was rowed from this point to St. John's Church by six subject kings or chieftains. Farther up, the Dee is crossed by a *Suspension Bridge* (Pl. F, 4). At the point where the wall again turns to the N. we ascend the *Wishing Steps*, as to which tradition declares that he who can rush up and down these steps seven times without taking breath may very deservedly count upon the fulfilment of any wish he may form. From the next part of the wall, the only part where the houses of the city are built against it, we have a view to the right of St. John's Church (p. 296) and the Bishop's Palace. Crossing the *New Gate* (Pl. E, 4), we now regain the East Gate, where we started.

The most characteristic, and indeed the unique, feature of Chester consists in the ***Rows**, found in the four main streets converging at the market-cross. In the Eastgate, Bridge, and Watergate Streets (Pl. C, D, 3) the Rows appear as continuous galleries or arcades occupying the place of the front rooms of the first floors of the houses lining the streets, the ceiling of the groundfloor forming the footpath, while the upper stories form the roof. These covered passages are approached from the street by flights of steps and contain a second row of shops, those in Eastgate Row being the most attractive in the city. In Northgate (Pl. C, 2, D, 2, 3) the rows occupy the groundfloor and recall the arcades of Bern and Thun. The most interesting parts of the Rows are in Eastgate and Bridge Street, the most quaint

of all being the *Scotch Row* on the W. side of the latter. The Watergate Rows are somewhat less interesting, but the street contains the three finest specimens of the old timber-built houses, in the number of which Chester excels all other English cities. *God's Providence House* (Pl. D, 3), to the left (S.), is so called from the inscription it bears, which is said to be a grateful commemoration of immunity from the plague in the 17th century. The house was originally built in 1652, and in 1862 it was carefully reconstructed in the old style and as far as possible with the old materials. Farther on, on the same side, is *Bishop Lloyd's House* (Pl. C, 3; 1615), with a richly carved and pargeted front. Passing the end of Nicholas St. and turning down a small entry on the left, we reach the **Stanley House* or *Palace* (Pl. C, 4; 1591), the oldest timber house of importance in Chester, originally the town-residence of the Stanleys (now divided into small tenements). The *Yacht Inn* (Pl. C, 4), where Swift once lodged, also is in Watergate St. On the opposite side of the street stands *Trinity Church* (Pl. C, 3), containing the tombs of *Matthew Henry* (d. 1714), the commentator, and *Thomas Parnell* (d. 1717), the poet.

The *Bear & Billet Inn*, at the foot of Bridge St. (Pl. D, 5), was formerly the town-mansion of the Shrewsbury family. The *Falcon Inn*, in Bridge St., has been to a great extent rebuilt. The antiquarian should visit the vaulted crypts in the basements of houses in Eastgate St. (No. 34), Watergate St. (Nos. 11 & 13), and Bridge St. (No. 12). They belonged to old religious houses formerly on the same sites, and apparently date from the 13th century. At No. 39, Bridge St., the remains of a Roman hypocaust are still *in situ*.

The ***Cathedral** (Pl. D, 3), which lies near the centre of the city, and is approached by Northgate St. and St. Werburgh's St., is built of new red sandstone, with a massive central tower, and embraces details of various styles of architecture, from Norman to late-Perpendicular. A careful restoration of the entire edifice has been carried out since 1868 under the superintendence of Sir G. G. Scott and Sir A. Blomfield. The dimensions of the cathedral are as follows: length 355 ft., width 75 ft., across the transepts 200 ft., height 78 ft., tower 127 ft. The nave and transepts are open to visitors daily till 5 or 6 p.m. according to the season; adm. to the choir, lady chapel, and chapter-house 6*d.* each, or 2*s.* 6*d.* for a party of 5-15; to the Norman crypt 6*d.* each; to the tower 1*s.* each, or 2*s.* 6*d.* for 5. The daily services are at 10.15 a.m. and 4.15 p.m.; on Sun. at 3.30 (no sermon) and 6.30 p.m. also. Organ recital on Sun. after the evening service.

The site of Chester Cathedral seems to have been already occupied by a Christian church in the Roman period, and afterwards by a Saxon church and a convent dedicated to SS. Oswald and Werburgh. The relics of the latter saint, who was an abbess of Ely in the 8th cent., were brought hither by Elfreda, daughter of King Alfred, in the year 875. The convent was transformed into a Benedictine abbey by Hugh Lupus (p. 291), with the aid of monks from Bec in Normandy, at the head of whom was Anselm, afterwards Archbishop of Canterbury. The extensive abbey was not completed till nearly 200 years after the death of Lupus (d. 1101), and the

Norman church which he founded does not seem to have stood more than a century before its re-erection in the Gothic style was undertaken. Parts of the Norman building still exist, however, in the present cathedral (see below). The next oldest portions of the existing church are the E. E. Lady Chapel and Chapter House (1200-70). The greater part of the choir is of the early-Dec. period, with geometrical tracery; while the central tower, the W. front, and the upper parts of the nave and S. transept are late-Perp. (ca. 1485-90). The abbey-church of St. Werburgh became the cathedral of Chester in 1541 (comp. p. 291). Considerable remains of the secular buildings of the abbey still exist (see p. 295), and afford a good opportunity for studying monastic arrangements.

Perhaps the best general view of the exterior of the cathedral is obtained from the city-wall to the E., whence an interesting historical study may be made of the different forms of tracery in the windows, from the E. E. of the Lady Chapel to the late-Perp. of the clerestory of the S. transept. The W. front contains a fine Perp. window, but its general effect is somewhat poverty-stricken, and it is besides partly masked by its structural connection with the *King's School*, a fine modern building by Blomfield on the site of the old episcopal palace, which itself replaced the abbot's lodging. Among the other notable points of the exterior are the Tudor S.W. Porch with its parvise, the flying buttresses, the curious insertion of a doorway in the structure of the window at the end of the W. aisle of the S. transept, the apsidal termination of the S. choir-aisle with its remarkable steeple-like roof (restored by Scott from ancient indications), and the fine toothed ornamentation on the cornice of the Lady Chapel. — In the modern corbels on the S. front are grotesque portraits of Mr. Gladstone and Lord Beaconsfield and other allusions to recent times.

Interior. Entering by the *S. Doorway*, we find ourselves at the W. end of the Nave, which is raised by a few steps above the level of the rest of the church. This is the best point for a general view of the interior, the rich warm colour of the stone producing a very pleasing effect. The elevated W. part of the nave is late-Perp., while the rest of the bays of the nave and also the S. aisle and the S. transept are in the Dec. style. The wall of the N. aisle, on which are some fine mosaics of Scriptural scenes, presented in 1886, is Norman, and at its W. extremity is an interesting fragment of the Norman church, restored as a baptistery. At the other end of the aisle is a Norman doorway, leading to the cloisters. The fan-vaulting of the nave is of oak, and was designed by Sir G. G. Scott. The central boss bears the arms of the Prince of Wales (Earl of Chester, comp. p. 291). At the W. end of the S. aisle is the *Consistory Court*, with Jacobean fittings. Two flags suspended at the W. end of the S. wall of the nave were present at the battle of Bunker Hill. — The N. Transept, which we enter by passing under the handsome modern organ-screen, is of great interest for the examples it contains of early and late Norman workmanship, the lower and earlier portion showing much smaller stones and much wider joints. The windows and the flat roof are Perp. additions. This transept contains the modern monument of *Bishop Pearson* (d. 1686), the learned author of the 'Exposition of the Creed'. The stained windows are modern. A memorial to *Randolph Caldecott* (1846-86), the artist, was placed here in 1888. — The South Transept, as large as the choir and four times as large as the N. transept, is a curious result of the disputes between monastic and secular clergy which formerly played so large a part in the ecclesiastical history of England. The monks of St. Werburgh, anxious to extend their church, were unable to build towards the N. on account of the monastery-buildings, and could do so towards the S. only by annexing the neighbouring parish-church of St. Oswald. To effect this scheme they gave the parishioners a new church in another part of the town, and ultimately in the 14-15th cent. built the present S. transept, on the site formerly occupied by St. Oswald's. Towards the end of the 15th cent., however, the monks were compelled to re-admit the parishioners to their old place of worship; and down to 1880 the S. transept was separated by a partition from the rest of the cathedral and used as a parish-church. Another church (St. Thomas's) has now

CHESTER CATHEDRAL

0 50 100
Feet
0 10 20 30
Metres

Lady Chapel

Choir

Chapter Ho.

Fratry

N. Transept

S Transept

Cloisters

Nave

Font

Norman Tower

again been erected for parochial use, the partition has been removed, and the transept has been partly restored.

*Choir. The early-Dec. architecture of the choir is richer and finer than that of the nave. The triforium, only indicated in the nave, is here a distinct feature. The **Stalls* (15th cent.) are perhaps the finest specimen of wood-carving of the kind in England, equalled if anywhere by those at Lincoln alone. The *Episcopal Throne*, the *Pulpit*, the rich marble flooring, and the painted oak vaulting are all modern. The *Altar* is constructed of olive, oak, and cedar-wood from Palestine, and the tesselated border in the floor in front of it is composed of fragments from the Temple enclosure at Jerusalem. Most of the metal work in the choir is by Skidmore of Coventry. The large candelabra by the altar are of Italian cinquecento work. — The *N. Aisle* of the choir still contains a few relics of the original Norman building, such as the base of an old pier at the W. end; and the point where the Norman apse ended is indicated by a line of dark marble in the floor. The present E. end of the aisle is late-Perp. (ca. 1500). The interesting little *Canons' Vestry*, now entered from this aisle, but originally from the N. transept, is partly E.E., partly Norman (W. side). The *S. Aisle* now again terminates in an apse, restored as a memorial of Mr. Thomas Brassey, the railway-contractor, and reproducing the original form of the E. E. choir. In the middle of this aisle is a tomb, which an absurd tradition describes as that of Emp. Henry IV. of Germany (d. 1106), who is really interred in the Cathedral of Spires; it is probably the resting-place of an abbot. Near the S. door of this aisle is a tomb believed to be that of *Ralph Higden* (d. ca. 1367), author of the 'Polychronicon'.

The *Lady Chapel, now entered from the N. choir-aisle by a doorway occupying the place of one of the original windows, is a good specimen of pure E.E., restored in the original style. The chapel to the N. of the Lady Chapel formerly sheltered the shrine and relics of St. Werburgh, and now contains the canopied tomb of Bishop Graham (d. 1865).

The Tower, the lower part of which seems to be of the 14th cent., while the upper part is Perp., commands a good view (fee 1*s.*; see p. 293).

The *Chapter House and its vestibule, entered either from the N. transept or from the cloisters, also are in the E. E. style, and are somewhat earlier than the Lady Chapel, with which they vie in beauty. In the vestibule we should notice the graceful way in which the mouldings of the pillars run continuously up to the vaulting, without the interposition of capitals. The Chapter House, which like other early chapter-houses is rectangular, contains the cathedral-library. The modern stained glass in the fine E. window, depicting the history of St. Werburgh, is the best in the cathedral. The side-windows have double mullions.

Cloisters and Refectory. The conventual buildings of St. Werburgh lie to the N. of the church, instead of occupying the more usual position to the S., a fact which is probably due to the want of space on that side between the church and the boundary of St. Oswald's parish. From the cathedral we enter the *Cloisters* by the Norman door at the E. end of the N. aisle. The style of architecture is Perp., and on the S. and part of the W. side the arcades are double. In the S. cloister, which has been rebuilt, we see the Norman work in the N. wall of the nave; and at its W. end diverges a Norman passage leading to the N.W. front of the cathedral. A narrow vaulted chamber in the early-Norman style extends along the W. cloister from N. to S. The E. cloister is bounded by the *Fratry* (restored), the *Maiden Aisle* (a passage leading to the old infirmary), and the vestibule of the chapter-house (see above). Near the N. E. corner is the staircase leading to the *Dormitory*, which formed the second story of this part of the building. Several of the early abbots were buried in the S. cloister, as is *Dean Howson* (d. 1885), one of the authors of a well-known 'Life of St. Paul'. — To the N. of the cloisters stands the **Refectory*, an interesting E.E. structure, part of which has been cut off by a passage made from the cloisters to Abbey Square. It contains a very fine E. E. *Lector's Pulpit, with a staircase in the wall (near the S.E. corner), an arrangement seldom met with elsewhere in England.

In Market Square, to the W. of the cathedral, stands the *Town Hall* (Pl. D, 3), a building in the Italian style with a tower 160 ft. high. Nearly opposite, to the N. of the King's School (p. 294), is the *Abbey Gateway* (14th cent.), leading into Abbey Square.

We now follow Foregate St. as far as Park Road, leading to *Grosvenor Park* (Pl. F, 3, 4), from the S. side of which a good view of the river is obtained. The path leading to the W. from the statue of the second Marquis of Westminster leads straight to St. John's. Near the church is the *'Anchorite's Cell'*, in which, according to a curious legend, King Harold lived as a hermit after the battle of Hastings, where he had been wounded but not slain.

The ***Church of St. John the Baptist** (Pl. E, 4), finely situated above the Dee, dates from the close of the 11th cent., and occupies the site of an earlier Saxon church. Here Peter de Leia, Bishop of Lichfield, set up his throne in 1076 when he transferred the seat of his diocese to Chester (p. 291), and thus St. John's may claim to rank as the second cathedral in the city. The present building, however, is a mere torso, consisting of little more than part of the nave of the original collegiate church, which was perhaps a finer edifice than St. Werburgh's itself. The choir and chancel, now in picturesque ruin, were crushed by the falling of the central tower in 1470; the W. front was destroyed by a similar accident a century later; and the massive detached tower on the N.W. also fell in 1881. The N. porch was rebuilt in 1883; the N.E. belfry was erected in 1887.

We enter by the N. porch, which has been admirably restored; above it is the ancient and battered effigy of an ecclesiastic. The *Interior is an excellent example of simple yet stately Norman architecture. The beautiful triforium is in the Transition style and dates from about a century later than the bays below; the clerestory is E. E. On the S. side of the chancel is an E. E. crypt or 'chapter-house', containing four interesting Saxon crosses of the 9-10th centuries. The ruins of the choir exhibit some very fine late or transitional Norman details (key kept by the sexton, who is to be found either in the church or at No. 1, Lumley Place, a little to the N.). According to two singularly parallel and baseless legends, Henry V. of Germany and Harold, the Saxon king, both spent their last years in seclusion at Chester and were buried in St. John's (see above). — Near St. John's is the *Episcopal Palace.*

From the middle of Bridge St. (p. 292) Grosvenor St. leads direct towards the S.W. to the entrance of the castle, passing on the left the *Grosvenor Museum and School of Science and Art* (Pl. D, 4; daily, 10-5, adm. 3*d.*, Wed. free). The museum contains Roman altars, coins, and inscribed stones found in the city, and other objects of local interest. On the right is an *Obelisk* to the memory of Matthew Henry (p. 293). The bronze equestrian statue in front of the castle is that of *Field-Marshal Viscount Combermere* (d. 1865), by Marochetti. To the right, opposite the castle, are the *Militia Barracks*. The **Castle** (Pl. D, 5), originally built by the first Norman Earl of Chester, now consists of a series of modern buildings, used as assize-courts, gaol, and barracks. The only relic of the Norman period is *Julius Caesar's Tower*, on the side next the

river (S. W.), a square keep used as a powder-magazine. This tower has been recased with red stone, and has thus lost its venerable appearance.

The ancient history of the city is centred in that of its castle, upon which a flash of historical interest was cast also in modern times by the abortive attempt of the Fenians to capture it in 1867. — In the upper story of the tower is a beautiful little E. E. *Chapel.*

The *Church of St. Mary* (Pl. D, 5), a good Perp. building adjoining the castle on the E., contains a few old monuments.

The *King's Arms Kitchen*, a small inn close to the East Gate (reached by the narrow passage to the N., inside the gate), is the meeting-place of a mimic corporation, said to have been established by Charles I. The room in which the society meets has been fitted up in the old-fashioned style, with a tiled floor; its walls are covered with wooden panels bearing the names of the officers of the corporation for the last 200 years. The chair of the 'Mayor' is a handsome piece of oak-carving, above which are hung the mace and sword of state.

Excursions from Chester.

Eaton Hall, an example of an English aristocratic mansion, adorned with all the resources of modern art and fitted up with lavish expenditure, is the seat of the Duke of Westminster, a descendant of Hugh Lupus (p. 291). It is finely situated on the Dee, 4½ M. to the S. of Chester, and may be reached either by road or by river (steamer or small boat, see p. 290). The house is shown daily (except Sun.) 10.30-6, the gardens 10-6. Tickets for the former (*1s.*) are obtained at the stable entrance (see below), for the latter (*6d.*) at the garden-gate; the proceeds are devoted to charitable objects. Visitors are allowed to inspect the house and wander about the gardens without an attendant, and no gratuities are expected. In approaching by steamer we may alight either at *Eccleston Ferry* (*6d.*), about 1½ M. below the hall, and walk through the park, or at *Eaton Iron Bridge* (fare *8d.*), just above it. The stable entrance, by which visitors are admitted, is at the N. end of the building. The present house, the fourth on the same site, is a magnificent Gothic pile erected by *Waterhouse* in 1870-82. In front of it is a bronze *Statue of Hugh Lupus*, by G. F. Watts. The interior is most sumptuously fitted up, and contains numerous modern paintings, including several family-portraits by *Millais* and a few works of *Rubens*. To reach the *Gardens*, with their extensive greenhouses and fine terraces, we turn to the right on leaving the house. The *Stud Farm* (a group of red buildings, visible from the garden-lodge, to the right of the avenue to Eccleston) contains several race-horses of renown. Those who wish to return to Chester by the steamer should make enquiries beforehand as to when and where they can meet it; for the convenience of visitors to Eaton Hall it often puts in at the bank at the end of the park, ½ M. above Eccleston Ferry. The return-route may be varied by following the avenue that leads to the N.W. from the fine iron gates at the front of the house to (2½ M.) the *Overleigh Lodge*, a few hundred yards from the Grosvenor Bridge (tramway, see p. 290).

About 6 M. to the W. of Chester lies **Hawarden** (pronounced *Harden*), a station on the railway to Wrexham (from Northgate or Liverpool Road station; comp. p. 290; fares *1s. 6d.*, *8½d.*). *Hawarden Castle*, long the residence of the Right Hon. W. E. Gladstone (d. 1898), stands in a picturesque park, containing the ruins of an old castle. Visitors are admitted daily (except Sun.) to the park free from 10 a.m. to sunset, and to the old castle from 1 to 6 p.m. (adm. *6d.*; free on Sat. & Mon., 1-3 from Easter to the end of July); the modern mansion is not shown. The ruins of the 'Old Castle consist mainly of a massive circular keep, the top of which commands a good view of the Dee valley; it probably dates from the end of the 13th cent., and contains a chapel. *Hawarden Church* is an E.E. building, restored, after a destructive fire in 1857, by Sir G. G. Scott; it contains

various memorials to Mr. Gladstone. *St. Deiniol's Library*, established by Mr. Gladstone in 1896, is housed in a Gothic building erected in 1902 as part of the national memorial of the great statesman. — About 2 M. to the N.W. of Hawarden (2½ M. from Queen's Ferry, p. 300) are the romantic ruins of *Ewloe Castle* (13th cent.), in the woods near which Henry II. was defeated by Owen Gwynedd.

From Chester to Crewe, 21 M., railway in ½-1 hr. (fares 3*s.* 8*d.*, 2*s.*, 1*s.* 9*d.*). — 10½ M. *Beeston Castle & Tarporley* (Tollemache Arms). **Beeston Castle** (open on Mon., Wed., Frid., and Sat.), commandingly situated on a lofty rock, ¾ M. from the station (omn. four times daily), was founded in the 13th cent. and dismantled in 1646. It belongs to Lord Tollemache, whose park of *Peckforton* is adjacent and may be visited on application at the lodge. The church of *Bunbury*, 1 M. to the E. of Beeston Castle, contains several interesting monuments, including the colossal alabaster effigy of Sir Hugh de Calveley (d. 1393), the 'Glory of Cheshire'. — 13 M. *Calveley.* — 21 M. *Crewe* (p. 370).

From Chester to Mold and Denbigh, 29½ M., railway (L. N. W.) in 1-1¼ hr. (fares 5*s.*, 2*s.* 9*d.*, 2*s.* 5½*d.*). 5 M. *Broughton Hall*; 9 M. *Hope*, both within easy reach of Hawarden (p. 297). At (10 M.) *Hope Junction* we intersect the line running from Liverpool and Birkenhead to Wrexham (p. 290). — 13½ M. **Mold** *(Black Lion)*, a busy little coal-mining town, with a good 15th cent. church, containing some good stained glass. About 1½ M. to the S. is *Tower*, the curious seat of the Wynns, with a lofty square tower of the 15th century. About 1 M. to the W. is *Maes Garmon*, where a column erected in 1736 marks the scene of the 'Alleluia Victory', said to have been gained by the Christian Britons over the Saxon and Pictish pagans in 420. Pedestrians may walk from Mold to Ruthin (p. 302), either direct (9 M.), or over the top of *Moel Fammau* (p. 302). Motor-cars ply from Mold six times daily to (7 M. in 50 min.) *Flint* (p. 300), and twice daily to (3 M.) *The Loggerheads Inn*, on the Ruthin road. — At (29½ M.) *Denbigh* (p. 301) we reach the railway from Rhyl to Corwen.

From Mold a branch-line runs viâ *Coed Talon* to (8½ M.) *Brymbo.*

From Chester to Manchester viâ Warrington, 40 M., railway (L. N. W.) in 1¼-2¼ hrs. (fares 5*s.* 8*d.*, 3*s.* 6*d.*, 2*s.* 10*d.*). — From (7 M.) *Helsby* a branch diverges to *Hooton* (p. 345). 9 M. *Frodsham*, with a Norman church close by, is the junction of a line to *Runcorn* (p. 370). — At (22 M.) *Warrington* we join the Liverpool and Manchester railway (p. 355).

From Chester to Manchester viâ Northwich, 38½ M., railway ('Cheshire Lines') in 1¼-2 hrs. (fares 5*s.* 8*d.*, 2*s.* 10*d.*). — Near (16 M.) *Hartford* it crosses the main L. N. W. line (comp. p. 370). — 18 M. Northwich *(Angel; Crown)*, the principal town of the salt-district, with 17,609 inhab. and several salt-mines and brine-springs. An interesting visit may be paid to the *Marston Mine*, 300 ft. deep, with a roof supported by huge pillars of salt. Nearly two million tons of salt are annually obtained within a radius of 7 M. from Northwich. The frequent subsidence of the earth, owing to the pumping out of the brine, gives a singular appearance to many parts of the town. — 24 M. *Knutsford* (Angel; Royal George) is the 'Cranford' of Mrs. Gaskell (1810-65), who is buried in the churchyard adjoining the Unitarian chapel. *Tabley House*, the seat of Lord de Tabley (1835-95), the poet, is an 18th cent. mansion, 2 M. to the S.W., near which stands *Tabley Old Hall* (14th cent., with a Jacobean façade) on an island in a lake. — The train now passes *Tatton Park* (Lord Egerton), on the left, and traverses the pretty valley of the *Bollin*. 31 M. *Altrincham*, with 16,831 inhab., contains numerous villas of Manchester merchants. — 38½ M. *Manchester*, see p. 356.

From Chester to *Liverpool*, see R. 41; to *Bangor* and *Carnarvon*, see R. 40a.

40. North Wales.

The district usually included under the name of **North Wales** consists of that part of the principality lying to the N. of a line drawn from Aberystwyth to Shrewsbury. It contains some of the finest mountain, coast, and valley scenery in the kingdom; and few districts of similar size can vie with 'Snowdonia' in the amount and variety of its natural attractions. From three to six weeks, or longer, are necessary for any approach to an exhaustive tour, but a flying visit to some of the finest points may be made in a few days. Numerous circular tours, varying in length from a few days to several weeks, have been arranged by the L. & N. W. and G. W. railways, which, along with the Cambrian Railways, afford the chief means of communication in the N. and S. halves of the district respectively. The tours may be begun at Chester, Shrewsbury, Llandudno, and many other points, and the utmost facility is given for breaking the journey, adopting alternative routes, and the like. — The vessels of the Liverpool and North Wales Steamboat Co. ply daily (twice on Mon., Frid., Sat., and Sun.) in summer from Liverpool (Prince's Landing Stage) to *Llandudno* (2¼ hrs.; fares 4*s*., 3*s*.), *Beaumaris* (3¼ hrs.; 5*s*., 3*s*. 6*d*.), *Bangor* (3½ hrs.), and *Menai Bridge* (3¾ hrs.; 5*s*., 3*s*. 6*d*.).

Three days, beginning at Chester, may be apportioned as follows. 1ST DAY. Proceed by early train to *Bangor*, visit the *Menai Bridges*, go on by train to *Carnarvon*, visit the castle, and take an evening train to *Llanberis*. 2ND DAY. Ascend *Snowdon*, making an early start, and take the afternoon coach through the *Pass of Llanberis* to *Bettws-y-Coed*. 3RD DAY. Proceed by railway to *Blaenau Ffestiniog*; then by the 'Toy Railway' to *Port Madoc;* by railway to *Chester* (or *Shrewsbury*) viâ *Barmouth* and *Dolgelley*, stopping for the night, if time permit, at the latter. Alternative routes for 2nd and 3rd days: 2ND DAY. Ascend *Snowdon* and descend to *Beddgelert;* visit *Pont Aberglaslyn;* drive through *Nant Gwynant* to *Capel Curig* and (if there be time) to *Bettws-y-Coed*. 3RD DAY. Visit the waterfalls, etc., near Bettws, and return through the *Vale of Conway* (taking the steamer, if the hour suit, at *Trefriw*) to *Conway* and *Chester*. It is needless to say that either of these arrangements involves a good deal of hurry and fatigue, while the walk over Snowdon to Beddgelert should not be attempted except by fairly robust pedestrians. — A more leisurely tour of a week, for moderate walkers, may be laid out as follows. 1ST DAY. Early train to *Llandudno;* walk or drive round the *Great Orme's Head;* in the afternoon by train to *Bettws* (*Conway Castle* may be included if time allows). 2ND DAY. *Fairy Glen* and *Falls of the Conway* (5 M.); walk or drive through the *Pass of Llanberis* to *Llanberis* (15½ M.). 3RD DAY. Ascend *Snowdon* and descend to *Beddgelert*. 4TH DAY. Walk or drive from Beddgelert to *Ffestiniog* by the old road (13 M.). *Cynfael Falls*. 5TH DAY. Railway (or on foot) to (3½ M.) *Duffws*; 'Toy Railway' to *Port Madoc;* railway to *Barmouth* and *Dolgelley* (or walk from Barmouth to Dolgelley, 10 M.). 6TH DAY. Ascent of *Cader Idris* (up and down 3½-5 hrs.); *Torrent Walk* (5 M.); *Precipice Walk* (6-7 M., if time and strength permit). 7TH DAY. Railway from Dolgelley to *Chester*, stopping at *Llangollen* if desired, to visit *Dinas Bran* and *Plas Newydd*. — Tourists who wish to see as much as possible of N. Wales in a single day will, perhaps, best effect their purpose by joining the coach-route No. 7 (p. 303) from *Llandudno*, or the coach that makes the round of Snowdon from *Carnarvon* (p. 313). In summer a train (L. N. W. R.) runs from Chester to *Llanberis* direct, stopping at *Rhyl* and following stations, and returning in the evening. As the coaches run in connection with the trains, this route affords opportunity for a great variety of day-excursions in Snowdonia.

Of the following tours, grouped under the general heading of 'North Wales', the sub-routes a., b., and c. draw a cordon round the district described, while the others deal with the interior of the circle. To Snowdon, as the great focus of attraction, a separate section has been allotted. *Aberystwyth* and *Machynlleth*, frequently included for touring purposes in N. Wales, are described in R. 38 ('Central Wales'). Those who wish to

combine S. Wales in one general tour with N. Wales will find no difficulty in joining this route to RR. 25 30, either from Aberystwyth or Shrewsbury.

Tourists will find a slight knowledge of the pronunciation of Welsh names desirable. For hints on that point and other general remarks on Wales, see the Introduction.

a. From Chester to Bangor and Carnarvon. Llandudno. Anglesey.

69½ M. Railway (L. N. W.) in 2 3¼ hrs. (fares 12*s.* 1*d.*, 6*s.* 4*d.*, 5*s.* 8½*d.*). To *Bangor*, 60 M., in 1½ 2½ hrs. (fares 10*s.* 6*d.*, 5*s.* 6*d.*, 4*s.* 11½*d.*); to *Llandudno*, 47½ M., in 1¼ 2¼ hrs. (fares 8*s.* 4*d.*, 4*s.* 5*d.*, 3*s.* 11½*d.*). — This is the line traversed by the Irish Mail to Holyhead (p. 312). The railway skirts the sea nearly the whole way, while on the other side (left) we have more or less distant views of the mountains. Comp. the Maps, pp. 329, 341.

Chester, see p. 290. — The train traverses a tunnel, passes through the city-wall, and crosses the *Shropshire Union Canal* and the *Dee*. To the left lies the *Roodee* (p. 292), with the castle beyond it. The line skirts the Dee. Before reaching (6 M.) *Sandycroft* we cross a small brook and enter Flintshire and Wales. 7 M. *Queen's Ferry*, near Hawarden (p. 297); 9 M. *Connah's Quay* (p. 290). We now skirt for several miles the desolate and sandy estuary of the Dee (the 'Sands of Dee'). — 12½ M. *Flint* (Royal Oak), the county-town of Flintshire, is a smoky little town with 4624 inhab. and some chemical works. To the right are the 'rude ribs' of the old *Castle*, the scene of the meeting between Richard II. and Bolingbroke (*Richard II.*, III. 3); it is said to have been built by Edward I. On the Cheshire coast, on the other side of the estuary, are the small watering-places of *Parkgate* (p. 290) and *West Kirby* (p. 345). Motor-cars to *Mold*, see p. 298.

14 M. *Bagillt*. — On a wooded knoll to the left, just before (17 M.) *Holywell*, are the ruins of *Basingwerk Abbey*, a Cistercian house founded by the Earl of Chester towards the end of the 12th century. The little town of Holywell (King's Head) lies 1½ M. to the S. of the station (motor-omnibus) and takes its name from the sacred *Well of St. Winifrid* (adm. 2*d.*).

This well was formerly held in great veneration, ranking as one of the 'Seven Wonders of Wales', and still attracts Roman Catholic pilgrims. It was believed to have risen on the spot where the head of St. Winifrid fell to the ground, cut off by a pagan prince whose advances she had rejected. The red vegetable growth on the stones is believed by the vulgar to be the stains of St. Winifrid's blood. The Perp. chapel built over the well is attributed to Margaret, mother of Henry VII.

Near (20 M.) *Mostyn* (Mostyn Arms) is *Mostyn Hall* (no adm.), the seat of the ancient family of that name, where the 'King's Window' is said to be that through which the Earl of Richmond, afterwards Henry VII., escaped from the soldiers of Richard III. The hall contains Welsh antiquities and some rare old MSS.

Downing Hall, 1 M. from Mostyn, was the birthplace of *Pennant* (b. 1762), author of the 'Tour in Wales'. It now belongs to the Earl of Denbigh and contains the 'Pennant Collection' of MSS. and antiquities.

To the right we soon come in sight of the lighthouse on *Air Point*, the N.W. extremity of the Dee estuary, and of *Hoylake* (p. 354),

at the N.E. end. Near (26 M.) *Prestatyn* (Nant Hall, 1 M. from the station, R. or D. from 3*s*. 6*d*.; Royal Victoria, R. 2*s*. 6*d*., D. 3*s*. 6*d*.) we obtain a good view of Moel Fammau (p. 302) and the other Clwydian hills to the left, while the Great Orme (p. 304) may be descried on our right, in front. Motor-omnibus to (3 M.) *Dyserth* (see below), viâ *Meliden* and the extensive *Talargoch Lead Mine.*

30 M. **Rhyl.** — *Westminster Hotel, R. from 4*s*., D. 4*s*., Belvoir, from 6*s* per day, Queen's, facing the sea, 1/3 M. from the station; Royal, Mostyn Arms, in the town; Alexandra; Bee & Station, R. 2*s*. 6*d*., pens. 7*s*. 6*d*., Dudley Arms, near the station. — Clarémont Hydro; Marine Hydro.

Brakes ply daily to *Dyserth*, *Bodelwyddan*, *St. Asaph*, *Abergele* (fare in each case 1*s*.); to *Llanfair Talhaiarn* (3*s*.); *Colwyn Bay* and *Llandudno* (5*s*.); etc. Also on Sun. for morning service at *Bodelwyddan* and *St. Asaph* (1*s*. 6*d*.).

Steamboats in summer to Liverpool (2*s*. 6*d*.), Llandudno (2*s*.), and the Menai Straits (comp. p. 299; 3*s*.).

Rhyl is a frequented and somewhat bustling sea-bathing resort, with a good beach, an esplanade, a small golf-course, and a pier (adm. 2*d*.), the end of which affords a distant view of the Snowdonian mountains. It is a convenient starting-point for excursions in the *Vale of Clwyd*, at the mouth of which it lies. Pop. 8473.

About 3½ M. to the S. E. of Rhyl lie the ruins of *Dyserth Castle*, the direct and uninteresting road to which crosses the Gladstone Bridge. A pleasanter way is to take the train to Rhuddlan (see below) and walk thence to (3 M.) *Dyserth* (Red Lion). The castle, which is of early Norman origin, is strikingly situated on a lofty rock (view). The walk may be prolonged towards the N. E. to (2½ M.) *Newmarket*, close to which is the extensive tumulus known as the 'Cop'; and from Newmarket we may go on either to (3 M.) Prestatyn (see above) or to (4 M.) Mostyn (p. 300). — *Bodelwyddan*, 5 M. to the S.W. of Rhyl (brake, see above) and 2½ M. from St. Asaph (see below), has a beautiful modern church, known as 'the marble church', with a lofty spire, erected by the late Lady Margaret Willoughby de Broke in memory of her husband.

From Rhyl to Corwen, 30 M., railway (L. N. W.) in 1½-2 hrs. (fares 5*s*., 2*s*. 9*d*., 2*s*. 6*d*.). This line traverses the *Vale of Clwyd*, a pretty and fertile valley (20 M. long), with no pretension to scenic grandeur.

3½ M. *Rhuddlan* (inns), with a ruined castle of the 12th cent. (adm. 2*d*.).

6 M. **St. Asaph** (*Plough*, R. from 2*s*., D. 2*s*. 6*d*., pens. from 7*s*. 6*d*.; *Kinmel Arms*, R. 2*s*.), a quiet little episcopal seat, situated on an eminence between the Clwyd and the *Elwy*. The *Cathedral, which is the smallest in the kingdom, being only 182 ft. in length, is in its present form mainly a Dec. building of the 15th cent., though part of the nave and aisles date from the second half of the 13th century. It was restored in 1867-75 by *Scott*. The exterior is very plain, the most conspicuous feature being the massive square tower, 100 ft. in height (small charge for ascending). The interior contains carved oak stalls, some good modern stained glass, and the monuments of a bishop of the 14th cent. (S. transept) and of *Mrs. Hemans*, the poetess (d. 1835), who, however, is buried at Dublin. The see of St. Asaph was founded by St. Kentigern about the middle of the 6th cent., and derives its name from his successor (d. 596). The church is open daily from 8 a.m. till dusk. In the cathedral-yard is a monument to *Bishop Morgan* (d. 1604), first translator of the Bible into Welsh. — About 3½ M. to the S.W. of St. Asaph, in the pretty valley of the Elwy, are the *Cefn Caves*, in which numerous organic remains were found. The caves are only 2¼ M. from *Trefnant*, the station beyond St. Asaph.

11 M. **Denbigh** (*Crown*; *Bull*), the capital of the county of the same name, with 6439 inhab., picturesquely situated on the Clwyd and commanded by a ruined castle. The latter (adm. 2*d*.), dating from the reign of Edward I., commands an extensive view. In 1563 it was

granted by Queen Elizabeth to Dudley, Earl of Leicester, who afterwards entertained the Virgin Queen here with great magnificence. The castle afforded shelter to Charles I. after the battle of Rowton (p. 292), but was dismantled at the Restoration. It has been partly restored, and the interior is used as a recreation ground. The ancient church of *St. Hilary* (now closed), the extensive remains of another large church begun by the Earl of Leicester but never finished, and the old parish church at *Whitchurch* (1 M. to the E.) are all interesting. Sir Henry M. Stanley (d. 1904) was a native of Denbigh. Denbigh is the junction of a line to Mold and Chester (see p. 293). — At *Llanrhaiadr*, a village on the *Aled*, 7½ M. to the W., a monument, erected in 1890, commemorates five famous natives of the parish.

14½ M. *Llanrhaiadr*. The church, ¾ M. to the W., contains a fine 'Jesse' window, said to have been purchased with the contributions of pilgrims to the adjoining sacred well of *Ffynnon Dyfnog*.

19 M. Ruthin (*Castle; Wynnstay Arms*), a quaint little Welsh town of 2041 inhab., contains an interesting church (restored) with a fine oaken ceiling in the N. aisle and a modern spire. The *Castle* (adm. 3*d.*) shared the fate of many Welsh strongholds in being captured by the Parliamentarian general Mytton and was dismantled after the Restoration. A handsome modern mansion has been erected on part of the site. Ruthin is a good starting point for an ascent of *Moel Famman* (1820 ft.), the highest of the Clwydian range, which lies 4½ M. to the N.W. The View includes the entire Clwyd valley, Snowdon, Chester, Liverpool, etc. — 25 M. *Derwen*, with a church containing a fine rood-loft of the 15th century. — 30 M. *Corwen*, see p. 320.

On leaving Rhyl the train crosses the estuary of the Clwyd, affording a view, to the left, of Rhuddlan Castle, the tower of St. Asaph cathedral, and the spire of Bodelwyddan church. 34½ M. *Abergele & Pensarn* (Bee, Henkoth Arms, at Abergele; Cambrian, near the station, R. 2*s.* 6*d.*, D. 3*s.* 3*s.* 6*d.*), the former 1 M. inland, the latter a small sea-bathing resort adjoining the station.

Beyond Abergele, on the heights to the left, is the imposing turreted mansion of *Gwrych* (Earl of Dundonald), which, however, consists to a great extent merely of frontage, built for effect. Immediately beyond Gwrych the huge but shallow cave of *Cefn Ogo* is conspicuous in the cliffs to the left. — 39½ M. *Old Colwyn* (Queen's; Marine Hotel). — 41 M. **Colwyn Bay** (**Pullycrochan Hotel*, with fine grounds, R. 4*s.*, D. 4*s.* 6*d.*; *Colwyn Bay; Imperial*, near the station, R. 4*s.*, D. 4*s.* 6*d.*; *Métropole*), a flourishing watering-place, with good bathing, a golf-course, and numerous pleasant walks among the wooded hills and valleys to landward. The marine promenade extends to the W. to (1½ M. from the station) *Rhos on Sea* or *Llandrillo-yn-Rhos* (Rhos Abbey, first-class, R. 5*s.*, D. 4*s.* 6*d.*; Rhos Hydropathic; Cayley Arms), with a pier and a curious fishing-weir, and the small and ancient *Capel St. Trillo*, built over a spring.

Electric railway to *Llandudno*, see p. 303. Coaches ply in summer from Colwyn Bay to (8 M.) *Bodnant Hall* (5*s.*); to *St. Asaph* viâ Abergele, returning viâ Bodelwyddan Church (28 M.; 5*s.*); to *Bettws-y-Coed* viâ Trefriw, returning viâ Llanrwst (30 M.; 7*s.*); and to Bettws-y-Coed, Capel Curig, Nant Ffrancon, and home by the coast (Cloop tour; 56 M.; 10*s.*). — Steamers from Rhos to *Llandudno*, the *Menai Straits*, and round *Anglesey*; also occasionally to *Barclay* (p. 315).

The train now crosses the neck of the promontory ending in the Great Orme and Little Orme, while the fine estuary of the *Conway*

comes into view in front, backed by the mountains of the Snowdon range. From (44½ M.) *Llandudno Junction* (Station Hotel; Rail. Rfmt. Rooms) a branch-line diverges to Llandudno, 3 M. to the N. This is also the point of divergence of the railway to Bettws-y-Coed and Ffestiniog (R. 40d).

Llandudno (comp. Map, p. 329). — **Hotels.** *IMPERIAL (R. 5-7*s*., D. 4*s*. 6*d*.), QUEEN'S (R. 4*s*.-6*d*., D. 4*s*.), ST. GEORGE'S (R. or D. 4*s*. 6*d*.), MARINE (R. 4*s*., D. 4*s*. 6*d*.), all well situated on the Esplanade, with view of the sea; *GRAND, above the pier, R. from 5*s*. 6*d*., D. 5*s*.; ROYAL, Church Walks, R. or D. 4*s*.; ALEXANDRA, Clonmel St., R. or D. 4*s*.; CLARENCE, Gloddaeth St., R. or D. 4*s*.; NORTH WESTERN, near the station, R. or D. 3*s*. 6*d*.; PRINCE OF WALES & WESTMINSTER, in Lloyd St., R. 3*s*., D. 3*s*. 6*d*.; MOSTYN ARMS, R. 3*s*. 3*d*., D. 3*s*. 6*d*.; LONDON, R. 2*s*., D. 2*s*. 6*d*.; CHESHAM, R. 2*s*. 6*d*., D. 3*s*. — *GOGARTH ABBEY HOTEL, on Conway Bay, near the golf-course, R. 4-6*s*., D. 4*s*. — *Private Hotels:* LOCKYER'S, on the Esplanade, MOON'S, near the station, from about 7*s*. 6*d*. a day. — *Llandudno Hydropathic*, on the Esplanade, 8-12*s*. a day; *Craigside Hydropathic*, under the Little Orme's Head, 8*s*.-10*s*. 6*d*. a day. — Numerous *Boarding Houses* and *Apartments*.

Cabs. 1. By distance: Carriage with two horses 1*s*. 6*d*. per mile, one horse or two ponies 1*s*., one pony or two donkeys 9*d*., one donkey or 1-2 goats 6*d*.; each. addit. ½ M. 9*d*., 6*d*., 4*d*., 3*d*. — 2. By time: per hour 5*s*., 3*s*., 2*s*., 1*s*. 6*d*.; each addit. ¼ hr. 1*s*. 3*d*., 9*d*., 6*d*., 4*d*. — 3. Special fares for the 'Marine Drive' round the Great Orme's Head: 8*s*., 5*s*., 4*s*., 2*s*. — Bath-chairs 1*s*. per hr., and 3*d*. for each addit. ¼ hr. (6*d*.).

Cable Tramway from Church Walks to the top of the Great Orme (6*d*.). — **Electric Railway** from the Conway Shore viâ Gloddaeth St. and Mostyn St. and over the Little Orme's Head to Rhos-on-Sea and *Colwyn Bay* (6½ M.; fare 6*d*.), where the terminus is in Station Road.

Horses 2*s*. per hr., ponies 1*s*. 6*d*., donkeys or mules 6*d*.

Coaches. 1. Public brakes ply round the *Great Orme's Head* at frequent intervals (fare 1*s*.). 2. To the *Little Orme's Head*, and back by the *Gloddaeth Woods* (1*s*.), several times a day. 3. To *Colwyn Bay*, twice daily, going by the *Vale of Mochdre* and returning by *Llandudno Junction* (15 M.; fare 2*s*. 6*d*.). 4. To *Conway*, the *Sychnant Pass*, *Dwygyfylchi*, *Penmaenmawr*, and back, twice daily (fare 4*s*.). 5. To *Bettws-y-Coed* by the W. bank of the Conway, returning on the E. bank (fare 7*s*., one way only 4*s*. 6*d*.). 6. To *Bodnant Hall* and back, every Tues. and Sat. (fare 4*s*.). 7. Loop tour daily to *Conway*, *Trefriw*, *Llanrwst*, *Bettws-y-Coed*, *Capel Curig*, *Llyn Ogwen*, *Pass of Nant Ffrancon*, *Bethesda* (allowing time for a visit to the quarries), *Penrhyn Castle*, *Aber*, *Penmaenmawr*, *Conway*, and *Llandudno*, starting at 8 a.m. and returning at 7.30 p.m. (fare for the whole distance of 66 M., 12*s*.; intermediate distances in proportion).

Steamers. To *Beaumaris*, *Bangor*, *Menai Bridge* (1½ hr.; 2*s*., return 3*s*.), and to *Liverpool*, see p. 209. To *Colwyn Bay* (Rhos Pier), daily in summer. Special excursion-steamers also make frequent trips in summer to *Carnarvon* (2*s*. 6*d*., 2*s*.); to *Holyhead* (2½ hrs.; 3*s*. 6*d*., 2*s*. 6*d*.); round *Anglesey* (4*s*. 6*d*.); to *Rhyl* and back (4½ hrs.; fare 2*s*., return 2*s*. 6*d*.), to *Douglas* on the Isle of Man, etc. — A small steamer plies in summer from *Deganwy* (p. 305), 2 M. to the S. of Llandudno, up the river Conway to *Conway* and *Trefriw* (1½ hr.; fares 1*s*. 6*d*., 1*s*., return 2*s*. 6*d*., 1*s*. 6*d*.).

Post Office, Vaughan St.; branch-office in Gloddaeth St., near the station.

Boats. Sailing boats 3*s*., rowing-boats 2*s*. per hour.

Theatres. *Prince's*, Mostyn St.; *Grand*, at the S. end of the Esplanade. — **Concerts** in the *Pavilion*, on the pier. *Band* on the Pier and Esplanade.

Golf-Courses (18 holes), on the W. side of the town (7*s*. 6*d*. per week) and on Great Orme's Head.

Llandudno, the most fashionable of Welsh watering-places and a good starting-point for many of the finest excursions in North Wales, has a population of (1907) 10,000 and is frequented in the season

by 50,000 visitors. It is delightfully situated on the narrow peninsula between Conway Bay and Orme's Bay, facing the latter, the firm and smooth sands of which are finely bounded by the bold limestone headlands called the *Great* and the *Little Orme*. The town has extended to the S.E., across nearly the whole width of the flat neck of the peninsula, and there are houses on Conway Bay also. On this side, however, the beach is wet and somewhat muddy, while on the other hand it affords a fine view of the Welsh mountains. The climate of Llandudno is bracing in summer and comparatively mild in spring and autumn. The annual temperature is 50.5° Fahr. The bathing is good and safe. Like Brighton, however, Llandudno lacks shade. The **Pier** (adm. 2*d.*; 6*d.* after 5 p.m.), which is 1250 ft. long, commands a capital view.

The ***Great Orme's Head** (680 ft.), a huge rocky promontory, rising precipitously above the sea, shields Llandudno most effectually from the keen N.W. winds and forms a grand feature in almost every view of the town.

The ***Marine Drive**, 5½ M. long, which has been constructed round the face of the cliffs, is one of the finest drives in Great Britain. The toll-house (1*d.*, horse 3*d.*, carriages 6*d.* per horse) by which we enter it lies a little to the N. of the pier, just beyond the pleasure-grounds known as the *Happy Valley*. The road ascends steadily, with nearly vertical walls of rock above and below, to (½ M.) *Pentrwyn*, the N.E. angle of the promontory, where we obtain a good view of the coast to the E. of Llandudno, with the Clwyd hills in the background. On an exceptionally clear day the Isle of Man, the hills of Cumberland, and the coast of Lancashire may be seen to the right. In ½ M. more we pass a footpath on the left, leading up to a farm-house ('Old Farm Refreshments'), and ¼ M. farther on is another, diverging at the foot of a bluff crowned with a flag-staff, and ascending to the (5 min.) old church of St. Tudno (see below). At the extreme N. point of the promontory, ¾ M. farther on, is a *Lighthouse* (visitors admitted), below which is the *Hornby Cave*, where the brig 'Hornby' was wrecked in 1824. After passing the lighthouse we gradually obtain a splendid View of Anglesey, Puffin Island, the coast of N. Wales from Bangor to Conway, the Conway estuary, and the mountains of Snowdonia. Among the nearest and most conspicuous of the last are (named from right to left) Moel Wnion, the rounded top of Y Foel Fras, Penmaenmawr (on the coast), Tal-y-Fan, Penmaenbach, and Conway Mountain (the last two in the foreground, near Conway). Farther back, to the right of Y Foel Fras, is Carnedd Llewelyn, beyond and to the right of which the peaked summit of Snowdon itself may be descried on a clear day. We now descend along the S. side of the headland, passing (1½ M. from the lighthouse) the scanty remains of *Goyarth Abbey*. Conway Castle (p. 306) is well seen almost straight ahead. On reaching the toll-house at the exit we turn to the left, leaving Conway Bay on the right, and return to Llandudno by Abbey Road.

Visitors should not omit to ascend to the top of the Great Orme, either by cable-tramway (p. 303) or on foot. The direct route leads via Tygwyn Road ascending from Hill Terrace, at the N. end of the town, and commands fine views of Llandudno. The tramway ends at the old *Telegraph Station* (inn) on the summit. — Just short of the final ascent to the top a path leads to the right (placard) to **St. Tudno's Church**, by which we may return. This small building, of a most primitive and unpretending character, dates from the 15th cent. (restored in 1855), but occupies the site of an older structure (12th cent.). It is said to mark the site of the cell of St. Tudno, a hermit of the 7th cent., who has bequeathed his name to the modern watering-place (Llandudno, *i.e.* church or village of Tudno). The interior (key at the adjoining 'Old Rectory

Refreshments') contains an ancient font and two incised coffin lids of the 13th century. The church of St. Tudno is much frequented on Sun. evenings in summer, and the service is sometimes held in the open air. From the church we may either descend to the Marine Drive (p. 304) or follow the footpath which leads to the S.E., passing the 'Old Farm Refreshments', and finally descends through the Happy Valley (p. 304), to the N. of the pier. — The old copper mines, above the Happy Valley, are believed to have been worked by the Romans and ancient Britons.

The ***Little Orme's Head** (463 ft.) looks much less rugged than its big brother, but a closer acquaintance will show that its cliffs are fully as picturesque and imposing.

To reach them we follow the road along the shore towards the E., which begins to ascend about 1¼ M. from the town. About ½ M. beyond the house at the foot of the ascent there is a break in the wall to the left, where we leave the road and ascend across turf to a small gate. On passing through the gate we may ascend to the left, direct to the top of the headland, or make the entire circuit of it by following the path to the right, soon passing through another gate in an iron fence. The summit is marked by a cairn, from which a most extensive and beautiful view is obtained, including Llandudno and Snowdonia (comp. p. 304) on the W., and the Clwydian hills and vale on the E. The seaward edge of the headland, with its cliffs descending sheer into the sea from a height of 300-400 ft., is also very fine.

On regaining the highroad we may continue our walk to (¼ M.) a point where four roads meet. That to the left leads to (2½ M.) Llandrillo (p. 302) and (1 M.) Colwyn Bay, passing near the old farm-house of *Penrhyn*, to which two curious legends attach. Either of the roads to the right will bring us, more or less directly, to the (1 M.) pleasant wooded grounds of *Gloddaeth House*, the seat of the Mostyn family. The curious tower of Llandrillo Church, with double-stepped battlements, is seen in the distance, to the left. The direct route from Llandudno to (2 M.) Gloddaeth diverges from the shore-road beyond Craig-y-Don Terrace.

The low wooded hills to the S. of the Little Orme's Head afford many pleasant rambles. The best point of view is 'Pabo Hill, which rises about 2 M. to the S. of the Little Orme, and about 3 M., in a direct line, to the S.E. of Llandudno. We may reach it by the Gloddaeth woods (see above), or we may follow the Conway road to a point ½ M. beyond the village of (1¾ M.) *Llanrhos* (Mostyn Arms), with its pretty church, near which is a memorial church to the Duke of Clarence, opened in 1895, and then diverge to the left. By the latter route we pass the old mansion of (2¼ M.) *Bodyscallen*, the grounds of which are open on Tues. and Thurs., 2-5 p.m. — The favourite boating-excursions (comp. p. 303) are to the caves in the cliffs of the Great and Little Orme, which can be reached only by water. In fine weather both these excursions are very enjoyable, and the sheer precipices of the two headlands are seen to great advantage from below. Perhaps the most interesting cave is the *Llech*, in the Great Orme, which is said to have been fitted up as a marine summer-house by a far-back member of the Mostyn family. Good deep-sea fishing may also be had.

Conway (see p. 306), with its picturesque castle, is within 4 M. of Llandudno, and may easily be reached by road, by river, or by rail. In the last case the traveller should alight at Llandudno Junction and walk across the Suspension Bridge. About halfway between Llandudno and Conway lies *Deganwy* (Deganwy Castle Hotel), commanded by a small hill (250 ft.; view), which is crowned with the scanty ruins of a castle built by Hugh Lupus (p. 291). Steamer hence up the Conway to Trefriw (comp. pp. 303, 329). The small pier lies a little below (to the N. of) the railway-station. At Conway the steamboat-pier is just above the bridges.

From Llandudno Junction to *Bettws-y-Coed* and *Ffestiniog*, see R. 40d.

Beyond Llandudno Junction the train crosses the wide mouth of the *Conway* by an iron *Tubular Bridge*, 410 ft. long and 18 ft.

above high-water mark, constructed by Robert Stephenson and Fairbairn in 1846-8. The road crosses the river by a graceful suspension-bridge (1*d.*) by Telford, close to the railway.

451/2 M. **Conway** or *Aberconwy* (**Oakwood Park Hotel*, 1 M. from the station, with fine view, R. from 4*s.*, D. 4*s.*; **Castle*, R. 4*s.* 6*d.*, D. 3*s.* 6*d.*-5*s.*; *Erskine Arms*) is an ancient and picturesque little town on the left bank of the *Conway*, still surrounded with walls, coëval with the castle. The walls, which still retain their twenty-one semicircular towers and the three original Moorish-looking gates, have been restored; and visitors may walk along the top of the N. wall, from the Upper Gate to the river (adm. 3*d.*; interesting views). The curfew is still rung here. The **Plas Mawr* (adm. 10 till dusk, 6*d.*), a mansion dating from 1584, and said to have been once occupied by Queen Elizabeth and the Earl of Leicester, is now occupied by the Royal Cambrian Academy of Art (annual summer exhibition). The interior contains panelled rooms, fretted ceilings, old fire-places, quaint carvings, etc. The *Church of St. Mary*, mainly in the Dec. style, contains a fine rood-loft and the monument of Nicholas Hookes, the 41st child of his father and himself the father of 27 children; also a bust of *John Gibson* (1790-1866), the sculptor, born at the neighbouring village of Gyffin.

*Conway Castle is finely situated on a rock rising above the river, and as seen from the E. (*e. g.* from the suspension bridge) is perhaps the most beautiful ruin in Wales. It was built by Edward I. in 1284, to hold the Welsh in check, and was designed by Henry de Elreton, the gifted architect to whom we owe also the castles of Carnarvon and Beaumaris.

In shape the castle is an irregular oblong, the walls of which, 12-15 ft. in thickness, are strengthened by eight massive, circular towers. Each of the towers was formerly surmounted by a graceful turret, as at Carnarvon, but only four of these now remain. We enter (adm. 3*d.*), at the N.W. angle, by a flight of steps ascending to the W. front. From the terrace at the top we pass, to the left, through a portcullised gateway, into the *Great Court*. To the right is the *Banqueting Hall*, 130 ft. long and 32 ft. wide; the roof and floor are gone, but the level of the latter may be traced by the fireplaces. The *Chapel* was at the E. end of the hall. Near the E. end of the court is the old well, beyond which we pass into the *Inner Court*, enclosed by the dwelling-rooms of the castle. In the N.E. or *Queen's Tower* is a beautiful oriel window, known as Queen Eleanor's oratory. The tower opposite (S.E.), called the *King's Tower*, has a dungeon below it. The so-called '*Broken Tower*', to the W. of the last, lost much of its picturesqueness by reconstruction. The terrace at the E. end of the castle, where there was formerly an entrance from the river, affords a good view of the Conway. For a view of the 'harp-shaped' town of Conway visitors should ascend to the battlements.

Edward I. himself was besieged by the Welsh in this castle, and is said to have been in imminent danger until the subsidence of 'Conway's foaming flood' allowed reinforcements to reach him. In the Great Civil War it was held for the king, first by Archbp. Williams, a native of Conway, and then by Prince Rupert, but had to yield to the Parliamentarians.

On leaving the castle, visitors may take a pleasant stroll along the wooded knoll of *Bodlondeb*, rising from the Conway just to the N. of the

town. Farther on are the *Golf Links* on Conway Marsh. — To the W. of the town is (2 M.) *Conway Mount* (807 ft.), or the *Town Hill*, on the top of which are traces of a fortified camp (fine view). We may follow the ridge westwards to *Allt Wen*, and descend into the *Sychnant Pass* (550 ft.), whence we may either return to (2¼ M.) Conway by the main road, or go on to (1 M.) Dwygyfylchi (see below), Penmaenmawr (2 M.; see below), or the (¾ M.) Fairy Glen (see below).

As the train leaves Conway we have a view of Llandudno and the Great Orme to the right, and of Conway Mount to the left. We pass under *Penmaenbach* by a tunnel, beyond which Anglesey and Puffin Island come in sight on our right, in front. To the left are Dwygyfylchi (see below) and *Foel Llys* (1181 ft.). — 50 M. **Penmaenmawr** (*Penmaenmawr Hotel*, R. from 4s., D. 4s. 6d.; *Mountain View; Mona Temperance*), a pleasant little marine resort, is delightfully situated at the foot of the hill of the same name ('great head of the rock'; 1550 ft.), a huge mass of crystalline rock descending almost vertically to the sea and forming the northernmost buttress of the Snowdon range.

A pleasant and easy walk may be taken to the pretty little *Fairy Glen* (adm. 3d.), either direct (1¾ M.), or viâ the village of *Dwygyfylchi* (Doo-i-gi-vulchy; hotel) and the *Sychnant Pass* ('dry valley'; 2½ M.). Penmaenmawr Hill (ascent 1 hr.), with its granite quarries, is crowned with the remains of an ancient fort and commands a view ranging from Snowdon on the S. to the Isle of Man on the N. Good walkers may follow the semicircular ridge, of which Penmaenmawr forms the N.W. horn, to (2 hrs.) *Foel Llys* (1181 ft.), and descend thence to their starting-point. On a hill about halfway round the semicircle are the *Meini-Hirion* ('long stones'), a circle of standing stones of doubtful origin. The direct route from Penmaenmawr to the (2 M.) Meini-Hirion is through the 'Green Gorge'.

52½ M. *Llanfairfechan* (Queen's, R. 4s., D. 3s. 6d.; Castle, R. or D. 2s. 6d.), a small watering-place. — 54½ M. **Aber** (*Bulkeley Arms*), a village situated ½ M. from the coast, at the mouth of a lovely glen. Aber lies immediately opposite Beaumaris in Anglesey, and it was once possible to cross the sands at low water; several persons, however, were drowned in the attempt in 1817. In the middle of the village is a mound called the *Mwd*, said to have been the site of a castle where Llewelyn received the summons of Edward I. to surrender his principality.

The *Glen of the Aber, the entrance to which is flanked by *Maes-y-Gaer* (763 ft.; view) on the E. and *Tyfridd-du* on the W., is one of the prettiest of the smaller valleys in Wales. About ½ M. from Aber the road crosses the graceful *Pont Newydd*, but the path to the head of the glen and the (1½ M.) **Aber Falls* keeps to the right and soon crosses a foot-bridge. The larger fall ('Rhaiadr Mawr') descends in a series of leaps, with a total height of 180 ft., and after rain is of considerable volume. The smaller fall, ½ M. to the W., lies on the way to *Moel Wnion* (1905 ft.; 'Oonion'), the ridge of which offers a pleasant route for returning to Aber (1-1½ hr.). — Aber and Llanfairfechan are starting-points for the ascent of *Carnedd Llewelyn* (p. 310; 4-4½ hrs.), viâ *Y Foel Fras* (3091 ft.).

Beyond Aber Penrhyn Castle (p. 310) is a prominent object on the right, rising from the woods. The train crosses the valley of the *Ogwen* and threads two tunnels, between which the short branch-line to Bethesda (p. 309) diverges to the left.

60 M. **Bangor.** — **Arrival.** The *Railway Station* lies at the S.W. extremity of the town, 1/2 M. from the cathedral; the principal trains are met by hotel-omnibuses and cabs. The *Steamboat Pier* is at the other end of the town, 1 1/4 M. from the station.

Hotels. The George, a large and finely-situated house, commanding a view of the Menai Straits and Bridges, lies outside Bangor, 1 1/4 M. to the W. of Bangor station and 1/2 M. from the Menai Bridge station; R. from 4*s.*, D. 4*s.*-4*s.* 6*d.* — Castle, near the cathedral, R. or D. 4*s.*, British, Railway, North Western Station (R. 2*s.* 3*d.*), Williams's Temperance, near the station. — In Upper Bangor, 1/3 M. from the station, Bellevue. — At Garth, Union.

Cabs. Per mile 1*s.*, each addit. fraction of a mile 6*d.*; per hour 2*s.* 6*d.*, each addit. 1/4 hr. 8*d.* — From the railway-station to the George Hotel 1*s.* 6*d.*; to the University 1*s.* 6*d.*; to Menai Bridge 2*s.*; to Penrhyn Castle 2*s.* 6*d.*; to Bethesda 5*s.* 6*d.*; to Penrhyn Quarries 6*s.* 6*d.*; to Beaumaris 7*s.* Carriage and pair about one-half more. Driver's fees and moderate luggage included.

Coaches. The 'Loop Tour' (No. 7) from Llandudno (see p. 303) may be joined at Conway and quitted at Bethesda or Llandegai (comp. p. 332). Omnibus to *Beaumaris* viâ the Suspension Bridge four times daily (7 M.; 1*s.* 6*d.*).

Steamers. To *Liverpool* viâ *Beaumaris* and *Llandudno*, daily in summer (comp. p. 299); up the Menai Straits to *Carnarvon*, daily (1*s.* 9*d.*, 1*s.* 3*d.*). Small steamer to *Beaumaris* hourly in summer from Garth Pier (in 20 min.; 6*d.*). — *Garth Ferry* (steam-launch) across the strait, 1 1/2*d.*

Boats. Sailing-boats 3*s.* per hr., 1*s.* for each addit. 1/2 hr.; rowing-boats 2*s.* and 1*s.* Boat to *Menai Bridge* 2*s.*, *Britannia Tubular Bridge* 3*s.* 6*d.*, *Puffin Island* 10*s.*, *Carnarvon* 12*s.* 6*d.* Return-fares one-half more.

Bangor ('high choir'), the seat of a bishop, a brisk little town with 11,269 inhab., consists of *Lower Bangor*, containing the railway station, and *Upper Bangor*, the pleasantest residential quarter, on the ridge separating this valley from the Menai Straits and terminating in *Garth Point*, to the N., with a steamboat-pier (adm. 2*d.*). The town is an excellent centre for excursions in N. Wales, but lacks the bathing and other attractions of a seaside place. It possesses, however, an excellent open air swimming-bath. *Port Penrhyn*, the harbour of Bangor, lies to the E. of the lower town and carries on a busy traffic in slates.

The Cathedral, in a low-lying situation near the middle of the town, is among the smallest and plainest of English minsters, but possesses some architectural interest. The original church on this site seems to have been erected in the 6th century, and was followed by three others, the first of which was destroyed in 1071, the second during the Welsh wars of Edward I. (ca. 1282), and the third by Owen Glendower in 1404. The choir was rebuilt about 1496 and the rest of the building early in the 16th century. A complete restoration was undertaken in 1870, superintended by Sir Gilbert Scott. In style it affords examples of E.E., Dec., and Perpendicular. The central tower has not yet been completed.

Interior. The interior of the church is plain but harmonious. The nave and aisles have flat timber roofs, while the choir has good vaulting. The nave, the presbytery, and the choir-windows are Perpendicular. The rest of the choir, the transepts, and the S. aisle-windows are Decorated. In the S. transept is the tomb of Owen Gwynedd, Prince of Wales (d. 1169). At the W. end of the N. aisle are some ancient tiles and a curious in-

cised tombstone found in the Lady Chapel; also a pair of dog-tongs. — The Sun. services are held at 8, 11.30, and 4, week-day services at 8 and 5 (3 in winter).

The *Deanery* and *Canonry* adjoin the cathedral. The old *Bishop's Palace* and grounds have been bought by the Corporation for public purposes, and the Bishop's present residence is at *Glyngarth*, across the ferry.

The UNIVERSITY COLLEGE OF NORTH WALES, temporarily established in a large building (formerly a hotel) at the E. end of the town, is a constituent college of the University of Wales. Founded in 1883, it has over 300 students, a teaching-staff of 30, and departments of arts, science, agriculture and mining, and for the training of elementary and secondary teachers.

The foundation-stone of large new buildings for the college was laid in 1907 on a commanding site to the N.W. of the Cathedral, and part of the new premises is expected to be occupied in 1910.

There are also an *Independent* and a *Baptist College* at Bangor, as well as a *Training College for Women Teachers* and a *Normal College* for men; and to the N. of the cathedral, is a *Public Library and Museum*, containing a small ethnological collection.

The steep slope of the gorse-clad hill forming the S. boundary of the valley in which the town lies has been laid out as *Recreation Grounds*, affording admirable views to seaward, including the Great Orme's Head. A good view of the Snowdon region may be obtained by extending the walk to *Felin Esgob*, or the Bishop's Mill, 1/2 M. to the S. — The *Menai Woods* in Upper Bangor command fine views of the Menai Straits and Bridges. — Off Garth lies the '*Clio*' training-ship (adm. 10-4, 1*s.*).

PENRHYN CASTLE AND QUARRIES. Tourists who do not walk or drive the whole way may take the train to (6 M.) Bethesda (11*d.*, 6*d.*, 5*d.*), visit the (1 M.) Slate Quarries, and walk back to Bangor viâ the Castle (6 M.). Public waggonettes also ply between Bangor and Bethesda (fare 6*d.*). The milestones count from the E. end of Bangor, 1 M. from the station.

Bethesda (*Douglas Arms*, R. 2*s.* 6*d.*, D. 2*s.* 6*d.*-3*s.*; *Victoria; Waterloo*, all second class), now a busy and ugly little quarrymen's town with (1901) 5281 inhab., was formerly a small and pretty village named Glan Ogwen. — To reach the quarries we cross the bridge 1/2 M. to the S. of the centre of the town and ascend to the left to (1/2 M.) the entrance, where we meet the guide. No charge is made for admission, but the guide expects a small fee. The interesting blasting operations take place at 25 min. past each hour; the dinner-hour (11.30 to 12.30) should be avoided.

The PENRHYN SLATE QUARRIES, the largest in the world, at one time employed upwards of 3000 quarrymen and produced about 360 tons of slate per day, but the output is now much lower. The general appearance of the quarry is that of a huge amphitheatre, the successive steps or terraces of which are each about 50 ft. in height. At present the quarry is about 1000 ft. deep, and it is calculated that there are still 1800 ft. of slate to exhaust before the underlying Cambrian grit is reached. Small tramway-lines traverse each terrace to convey the slate to the hydraulic lifts, which raise it to the surface, whence it is dispatched to Port Penrhyn by a small narrow-gauge railway. The quarrymen, who (in good times) earn 25-30*s.* a week, work in gangs of four, two devoting themselves to the actual quarrying of the slate, and the other two splitting and dressing it. The latter operations are interesting to watch, and the visitor may try his hand at splitting, a feat by no means so easy as it looks. Only about 10-15 per cent of the slate quarried is of any commercial value. Four different kinds of slate — red, blue, green, and grey — are found

in this one quarry. The dressed slates are classed in different sizes, named queens, duchesses, countesses, and ladies. Each size must be of a certain thickness; thus if a 'queen' is found thinner than the standard she must be cut down to a 'duchess'. — Various little objects carved in slate may be purchased at the entrance.

In returning from Bethesda to Bangor by road we enjoy a fine view of the sea, Anglesey, the Great Orme, and Penmaenmawr, while behind us are the mountains enclosing the pass of Nant Ffrancon (p. 332). — Penrhyn Castle also is prominent. We reach the entrance to the park at the model village of *Llandegai*, with its pretty church (containing the tomb of Archbp. Williams, p. 306), 3 M. from Bethesda and 1 M. from Bangor. — Instead of keeping to the highroad all the way, we may descend from the bridge leading to the quarry (see p. 309) by a cart-track on the W. side of the stream, which rejoins the road at a bridge about 1 M. to the N. of Bethesda.

Penrhyn Castle (adm. on Tues., 2-5, and in the absence of the family also on Thurs., 2-5, by tickets obtainable at the Bangor hotels; 1 pers. 2*s.* each addit. pers. 1*s.*, no gratuities), the seat of Lord Penrhyn, owner of the quarries, is a large and handsome building, in which the difficulty of accommodating the Norman style of architecture to modern domestic requirements has been skilfully grappled with. The keep is an imitation of Rochester Castle. The interior (visitors ring at the entrance in the keep) contains fine carvings in oak, ebony, slate, and Anglesey marble, a '*Hirlas Horn*' (an heirloom of the Elizabethan period), and a few good pictures. *View from the towers. On leaving the house we should walk through the shady park to Port Penrhyn (p. 308).

Bethesda is a good starting-point for ascending *Carnedd Dafydd* (3426 ft.) and *Carnedd Llewelyn* (3484 ft.), twin-peaks, inferior in height to Snowdon alone among Welsh mountains. The ascent of the former takes 2-3 hrs., and the top of Carnedd Llewelyn, with which it is connected by a narrow saddle, flanked on the W. by fine precipitous cliffs, may be reached in 1 hr. more. The *View from these summits is very similar, embracing the sea, Anglesey, and the Ormes to the N.; the Conway valley to the E.; Moel Siabod and Cader Idris (in the distance) to the S.; the pyramidal Tryfan and the Glyders, with Snowdon in the background, to the S.W.; and Elidyr Fawr to the W. — The descent may be made to Capel Curig (p. 338), Aber (p. 307), or Tal-y-Cafn (p. 329). — A coach runs daily in summer from Bethesda to *Llyn Ogwen* (return-fare 2*s.* 6*d.*).

The drive between Bangor and *Bettws-y-Coed*, through Nant Ffrancon is described at p. 332. — The ascent of *Snowdon* may be made from Bangor in one day with the aid of the train to *Llanberis* viâ *Carnarvon*.

The two magnificent bridges, crossing the Menai Straits and connecting the mainland with the island of Anglesey, form the great centre of interest in the neighbourhood of Bangor. The ***Menai Suspension Bridge**, 2 M. to the W. of the town, was constructed by Telford in 1819-26, and is a marvel of strength and elegance. To reach the still more wonderful ***Britannia Tubular Bridge**, 1 M. to the S., we cross the Suspension Bridge (1*d.*) and follow the road to the left on the Anglesey bank (comp. p. 311).

The Suspension Bridge is 580 ft. long from pier to pier, and 1000 ft. over all; and the roadway is 100 ft. above the level of the water at high tide. Each of the 16 chains by which it is supported is 1715 ft. in length and is passed through 60 ft. of solid rock at each end. By applying at the cottage at the Anglesey end of the bridge, the traveller may be conducted underground to the place where the chains are fastened. The Menai Bridge is still the longest suspension-bridge in England; but it is not so long as the suspension-bridge over the Danube at Budapest, the Brooklyn Bridge over the East River at New York, and some others.

The Tubular Bridge, which was built by Robert Stephenson in 1846-50, consists of two parallel rectangular tubes or tunnels, the roofs and floors of which are constructed in cellular form. The material is

wrought iron, in plates of ½-1 inch in thickness. The tubes rest upon five piers, one on the shore at each end and three in the water. The central tower, resting on the Britannia rock which gives name to the bridge, is 230 ft. high, and the line of rails is 104 ft. above the water. The entire bridge is 1840 ft. in length; each of the two central spans is 460 ft. long, each of the side-spans 230 ft. The total weight of iron in the bridge is upwards of 10,000 tons. In the construction of the bridge the chief difficulty was found in floating the large central sections of the tube, each weighing 1600 tons, into their site with the aid of pontoons, and then elevating them and placing them on the towers by huge hydraulic engines. Allowance has been made, by the use of movable rollers, for the expansion of the metal by the summer-heat, which sometimes increases the length of the structure by nearly a foot. On buttresses at each end of the bridge are colossal stone figures of lions couchant, 12 ft. high and 25 ft. long. To the inexperienced eye this bridge may at first appear somewhat insignificant, but a closer inspection, especially from below, soon produces a more adequate appreciation of its enormous proportions. To examine the interior a pass from the engineer at Bangor Station is required.

From Bangor to the Bridges. This excursion may be made in various ways. Perhaps the most convenient is to take the train, passing through the Tubular Bridge, to (4 M.) *Llanfair* (p. 312; fares 8*d*., 4*d*., 3½*d*.), the first station in Anglesey, and to return thence on foot viâ the Holyhead road. On a knoll adjoining the road, ½ M. from Llanfair station, rises the *Anglesey Column*, erected in 1816 in memory of the Marquis of Anglesey, second in command at Waterloo. The top (90 ft.; adm. 3*d*.) commands a splendid *Panorama of Anglesey, the Menai Straits, and the Carnarvonshire Mts. A little beyond the column a road descends to the right, passing under the railway, to a footpath leading to the (½ M.) *Tubular Bridge*. Returning to the Holyhead road, we continue to follow it, enjoying fine views, to (1½ M.) the *Suspension Bridge*. [About ¼ M. before the bridge we reach a gate on the right, from which a path leads through a fir-plantation and across a causeway to the curious little *Llandisilio Church*, romantically situated on an islet.] Crossing the bridge, we turn to the left and follow the road skirting the W. side of the Menai Straits, viâ *Upper Bangor*, to (2 M.) *Garth* (p. 308). There is a cab-stand at the Carnarvonshire end of the Suspension Bridge (fare to Bangor station 2*s*.). — Menai Bridge station (p. 313) is not far from the Suspension Bridge, and Treborth (p. 313) is near the Britannia Bridge. The Beaumaris omnibus (p. 308) crosses the Suspension Bridge. The Bridges may be visited also by boat (p. 308).

The **Island of Anglesey** ('Isle of the English') or **Mona** (Môn, derivation uncertain), which is about 300 sq. M. in extent and contains 50,590 inhab., offers few picturesque features beyond Beaumaris Castle, the walk along the Menai Straits, Penmon Priory, Red Wharf Bay, and the island of Holyhead. It contains, however, numerous cromlechs, menhirs, and other antiquities.

Beaumaris (*Williams-Bulkeley Arms*, opposite the pier, R. from 3*s*. 6*d*., L. 2*s*. 6*d*., D. 4*s*. 6*d*., pens. 10*s*. 6*d*., in Aug. 12*s*. 6*d*.; *Liverpool Arms*, *Old Bank Temperance*, pens. from 5*s*. 6*d*.) is a quiet little watering-place, the chief charm of which is the fine view it commands of the opposite coast, with the Snowdonian mountains in the background. The *Church* dates from the 13th cent., with a choir of the 16th century. The name Beaumaris, locally pronounced 'Bewmorris', is derived from its low-lying site ('beau marais'). — Routes from Bangor, see p. 308. The Liverpool steamers also call here in summer (comp. p. 299).

*Beaumaris Castle (adm. 2*d*.), to the N. of the town, is another of the Welsh fortresses due to the vigour of Edward I. and the genius of Henry de Elreton (comp. pp. 306, 313). It is an extensive ruin, and in ground-plan is not very dissimilar from the castles of Carnarvon and Conway; but it cannot compete with either of these ruins in external picturesqueness. The castle proper is surrounded by an outer line of circum-

vallation, also strengthened with circular towers. The interior of the large central court is, however, very beautiful. We enter the quadrangle on the S. side, and see before us, at the N. end, the remains of the *Great Hall*, 70 ft. long and 24 ft. broad, lighted by five beautifully-traceried windows and draped with luxuriant ivy. On the E. side of the court, on the first floor, is the *Chapel*, an E. E. room with a Dec. arcade round it and four squints at the W. end. The various remains of the domestic apartments are interesting also. At the S. end of the court are the bases of large circular towers and other indications that apartments similar to those at the N. end once stood here. Fine views may be obtained from the top of the walls. The history of the castle is uninteresting.

The grounds of *Baron Hill*, the seat of the Bulkeley family, on the hill behind Beaumaris, are open on Thurs. and Sun. from 1 p.m. till dusk. The lofty *Obelisk*, prominent in most views of Beaumaris, is a memorial to Sir Rich. Bulkeley (d. 1875). — *Henllys*, the seat of Col. Lewis, 1 M. to the N.W. of Beaumaris, contains a few paintings, and in the garden of the lodge next the town ('Curiosity Lodge') is a collection of old stone fonts and querns.

From Beaumaris to the Tubular Bridge, 6 M. The well-shaded road skirts the shore nearly all the way to the (4½ M.) Suspension Bridge and commands various fine views of the Straits and the opposite mainland. At low tide the strait contracts to the width of a fair-sized river, exposing large tracts of sand on each side (comp. p. 307). After 2 M. we pass the gates of a drive to Baron Hill, and beyond them reach the ferry to Bangor (2*d.*; inn). After 2 M. more the road ascends to *Menai Bridge Village* (Victoria, R. 3*s.* 6*d.*; Bulkeley Arms); the railway-station is on the other side (see p. 313). At the S.E. end of the village is the Suspension Bridge. Thence to the Tubular Bridge, see p. 311. — *Plas Newydd*, seat of the Marquis of Anglesey, lies 1¼ M. to the S. of the latter; the grounds, containing two cromlechs, are open to the public in the absence of the family.

From Beaumaris to Penmon Priory, 4 M. Passing the Castle and crossing the Green towards the N., we reach the road again at (½ M.) a modern house called the *Friars*. Here we take the branch to the right, and in a few hundred yards turn inland. If we keep to the road we pass near (2¾ M.) *Castell Lleiniog*, a small Norman stronghold, dating from 1080. [A détour may be saved by following the shore all the way.] **Penmon Priory**, a Benedictine house, was originally founded in the 6th cent., but the Norman *Church*, restored in 1854, is the oldest part of the present buildings. (Key of church kept by the clerk, near the lighthouse, ½ M. farther on.) To the S. of the church is the ruined *Refectory* (13th cent.); the lintel of the window in the S.E. corner is formed of an ancient British cross. To the E. is a curious old *Dovecote*. Refreshments may be obtained in the house between the church and the refectory, on the site of the old prior's lodgings. Interesting old cross in the deer-park, to the W.

Puffin Island (*Priestholm*, *Ynys Seiriol*), separated from the E. point of Anglesey by a channel ½ M. wide, contains the tower of a very ancient church, erected in connection with Penmon. The island is frequented in the breeding-season by great quantities of puffin-auks.

From the Britannia Bridge (p. 310) the railway runs on, passing *Llanfair* (p. 311), to *Gaerwen*, the junction of a line viâ (2¼ M.) *Holland Arms* to (17½ M.) *Amlwch* (Dinorben Arms; *Bull Bay Hotel, 1¾ M. to the N.W., pens. from 6*s.* 6*d.*), a small town and watering-place on the N. coast of Anglesey. From Holland Arms a short branch (rail motor-car) runs to (7 M.) *Pentraeth* and (7½ M.) *Red Wharf Bay*, a picturesque inlet on the N. coast of Anglesey, 6 M. from Beaumaris, with smooth and firm sands. There is a small hotel at the W. end, and at the E. end is the village of *Llanddona*, 1½ M. from which is *Bwrdd Arthur*, or Arthur's Table, a height affording the most extensive view in Anglesey. — The railway ends at (22 M.) **Holyhead** (*Station Hotel*, R. 4*s.*, D. 5*s.*; *Marine*, ½ M. from the station; *Tre-Arddur Bay Private Hotel*, at the golf-links, 2 M. from the station, pens. 8-10*s.*), the starting-point of the mail-steamers to Dublin (60 M., in 3 hrs.; to Kingstown in 2½ hrs.) and to Greenore, and a port of call for White Star liners from New York. Amer. Cons. Agent, *R. D. Roberts*.

The boat-trains run to the *Admiralty Pier*. Visitors are admitted on Thurs. to the guardship stationed here. The chief object of interest near Holyhead is the bold rocky scenery of the °*North* and °*South Stack* (lighthouse on the latter). Good view from *Holyhead Mountain* (720 ft.). The *Harbour of Refuge* (267 acres in area) is protected by a *Breakwater* 1½ M. long.

CONTINUATION OF RAILWAY TO CARNARVON. Beyond Bangor the train passes through a long tunnel and stops at (61 M.) *Menai Bridge Station* (view of Suspension Bridge; comp. p. 310). Our line diverges here from the Dublin mail-route to Holyhead, which runs to the right through the Tubular Bridge (see p. 312). Good views to the right of the Menai Straits and Bridges. 62 M. *Treborth*; 64½ M. *Port Dinorwic*, the port of the Llanberis slate-quarries.

68½ M. **Carnarvon.** — °ROYAL HOTEL, near the railway-station, R. from 3*s.* 6*d.*, D. 4*s.*; ROYAL SPORTSMAN, Castle Street, R. 4*s.*-4*s.* 6*d.*, D. 2*s.* 6*d.*-4*s.*; CASTLE, Castle Sq.; PRINCE OF WALES, Bangor St., commercial.

COACH daily in summer round Snowdon, viâ *Snowdon Ranger*, *Beddgelert*, *Pen-y-Gwryd*, and *Llanberis*, starting about 10.15 a.m. and returning about 6 p.m. (35 M.; fare 10*s.*).

STEAMERS. Down the Menai Straits to *Bangor* several times daily (fare 1*s.*); to *Liverpool*, viâ *Bangor*, *Beaumaris*, and *Llandudno*, daily. The steamboat-pier is near the N. end of the new harbour-basin. — Ferry steamer from Victoria Pier, below the Castle, to *Talyfoel* (hotel) in Anglesey, several times daily (3*d.*).

Carnarvon or *Caernarvon* (*Caer-yn-ar-Fon*, the 'fort opposite Mona'), an ancient town with 9760 inhab., is situated on the Menai Straits at the mouth of the river *Seiont*, near the site of the Roman *Segontium*. It is an old-fashioned place, with narrow and irregular streets and a castle usually regarded as the finest in the kingdom. The central position of the town and its convenient railway-connections make it a good starting-point for excursions. The *Twt Hill* (190 ft.; lane to the left, just beyond the Royal Hotel) commands a general view of the town and castle.

North Road and Bangor Street lead in an almost straight line from the station to the (½ M.) °**Castle**, which rises at the W. end of the town and is washed on two sides by the waters of the Seiont and the Menai Straits. It is one of the most imposing and extensive mediæval fortresses in Europe, and is built entirely of hewn stone. Before entering the castle the visitor should walk round it, or, better still, cross the Seiont by the swing-bridge (toll ½*d.*) and view it from the opposite shore. Carnarvon Castle was begun by Edward I. in 1283, and may be looked upon as the masterpiece of his architect, Henry de Elreton (comp. pp. 306, 311). It was not finished, however, till the reign of Edward II. The principal *Gateway* (adm. 4*d.*), on the N. side, is surmounted by a mutilated figure of Edward I.

The ground-plan of the castle is an irregular oblong or oval, originally divided into two courts by a wall. The walls, 8-14 ft. in thickness, are strengthened by several polygonal towers, surmounted by graceful turrets. Iron standards bearing numbers have been placed in the interior to mark the site and shape of the different apartments formerly existing here, and lines are cut in the turf with the same object. Passing through the principal gateway, we enter the upper court close to the line of the cross-

wall. The most generally interesting part is the *Eagle Tower*, at the W. end (to the right), in which Edward II., the first 'Prince of Wales', is said to have been born in 1284. Most authorities consider that this has been conclusively disproved; but the late Sir Llewelyn Turner, Deputy Constable of the Castle, maintained the accuracy of the popular tradition. The small chamber, which is pointed out as that in which the prince was born, measuring 12 ft. by 8 ft., is on the first floor of the tower, on a level with the gallery round the walls, and overlooking the Menai Straits. The turrets of the Eagle Tower, the name of which is derived from the eagles placed on one of them, command a fine view. The interior of the *Queen's Tower* has been restored, and now contains a Masonic Lodge (closed). — At the opposite end of the castle is the *Queen's Gate*, formerly approached by a drawbridge, and now high above the level of the ground outside. Tradition points out this gate as the place where the infant Edward was exhibited to the people as a 'prince of Wales who could speak no English'. There is also a postern in the base of the Eagle Tower, from which a flight of steps descends to the river. — The 'shouldered arch' is sometimes called the Carnarvon arch from its general use in this castle.

The Town Walls of Carnarvon still exist, and visitors may walk round them in less than half-an-hour. On leaving the Castle we should turn to the right and pass round its river-front, where the quay is covered with slate from the quarries of Nantlle (see below). Beyond the Eagle Tower begins an *Esplanade*, which skirts the outside of the wall on this side, and forms a pleasant walk along the Menai Straits. The towers are now occupied by the County Gaol, the Royal Welsh Yacht Club, and the vestry of St. Mary's Church (at the N.W. angle).

The site of **Segontium**, one of the most important Roman stations in Wales, lies about 1/2 M. to the E. of Carnarvon, on the road to Beddgelert, and traces of it may still be seen on the outskirts of the town and near the church of *Llanbeblig*, the mother-church of Carnarvon. From Llanbeblig we may walk across the fields to the *Park* on the S. bank of the Seiont, and return to the town by the swing-bridge (comp. p. 313).

From Carnarvon to *Llanberis*, see p. 335; to *Beddgelert*, see p. 338; to *Afon Wen*, *Port Madoc*, and *Barmouth*, see below.

b. From Carnarvon to Afon Wen, Port Madoc, and Barmouth.

46 1/2 M. Railway (L. N. W.) from Carnarvon to (19 M.) *Afon Wen* in 3/4-1 hr. (fares 3*s.* 3*d.*, 1*s.* 9*d.*, 1*s.* 6 1/2*d.*); from Afon Wen (Cambrian Railways) to (27 1/2 M.) *Barmouth* in 1-1 1/4 hr. (fares 3*s.* 9*d.*, 2*s.* 8*d.*, 2*s.* 3 1/2*d.*).

The first part of this sub-route, completing the 'outer circle' of railway round North Wales, is comparatively little traversed by tourists, most of whom make their way from Carnarvon to Port Madoc viâ Snowdon and Beddgelert (comp. pp. 338-340). — Comp. Map, p. 341.

As the train leaves Carnarvon we have a good retrospect of the castle to the right. It then crosses the Seiont. 3 1/4 M. *Dinas*, the junction of the narrow-gauge line to Snowdon Station (p. 339).

A coach plies daily from Dinas to (1 1/4 hr.) *Clynnog* (Newborough Arms), a seaside-resort with a large and handsome Perp. church (15-16th cent.), the holy well of St. Beuno, and a good cromlech. From Clynnog the *Rivals* ('Yr Eifl'; 1849 ft.), a graceful group of hills to the S., may be ascended viâ (5 M.) *Bwlch-yr-Eifl* (1150 ft.) or viâ (4 M.) *Llanaelhaiarn*. On the E. peak are the remains of a British stronghold called *Tre'r Ceiri* ('View).

From (3 3/4 M.) *Llanwnda* an omnibus runs to *Dinas Dinlle* (Cardigan Bay Hotel), a small seaside-resort. — 7 M. *Pen-y-Groes* (Victoria), the junction of a short line to (1 1/2 M.) *Nantlle* ('Nan-

thly'; inn), a conglomeration of slate-quarries. Fine view to the left, up the valley, of Snowdon and the rocky hill called *Old Meredith*, resembling an upturned face.

From Nantlle a road, passing two or three small lakes and commanding a fine view of Snowdon, leads through the pass to (6 M.) *Snowdon Station* (p. 339). A footpath, diverging to the left from this road near (3½ M.) a copper-mine, joins the Carnarvon and Beddgelert road at the S. end of Llyn Quellyn, 1 M. from *Quellyn Lake Station* (p. 339; 7 M. from Nantlle).

11 M. *Pantglas* lies nearly opposite the *Rivals* (see p. 314). Moel Hebog (p. 341) also comes into view on the left. — From (17½ M.) *Chwilog* (Madryn Arms) an omnibus runs daily to (8¼ M.) *Nevin* (see below).

19 M. *Afon Wen* (Rail. Rfmt. Rooms) is the point where the L.N.W.R. joins the Cambrian system (carriages changed). The station (no village) lies on *Cardigan Bay*, and commands fine views.

From Afon Wen to Pwllheli, 4 M., Cambrian Railways in 10 min. (fares 7*d*., 5*d*., 4*d*.). — **Pwllheli**, pron. Poothlhely (*West End*, on the West Parade, R. 4*s*., D. 4*s*.; *Royal Victoria*, on the S. Beach, 1 M. from the station; *Crown*, *Tower*, R. 2*s*. 6*d*., D. 3*s*., in the town), a small but rapidly growing bathing-place, with perhaps the finest sandy beach in Wales and an esplanade. Fine view from the *Carreg-y-Rimbill*, or *Gimlet Rock*, on the W. side of the harbour. A tramway runs from the town to the West Parade (fare 1*d*.) and thence skirts the bay, passing the *Golf Links* (9 holes), to (4 M.; fare 4*d*.) *Llanbedrog*, also being developed as a watering-place. The mansion of *Glyn-y-Weddw* here has been converted into an *Art Gallery* (adm. 6*d*.) with about 400 modern paintings (De Wint, Cox, Prout, Landseer, etc.), situated in recreation grounds of 50 acres. — Another short tramway runs from Pwllheli town to the South Beach. — Coach-drives in summer.

Pwllheli forms the most convenient headquarters from which to explore the **Lleyn Promontory**, a district little known and of comparatively small attraction. The inn-accommodation is of the scantiest. The principal excursions are along the coast to (8 M.) *Abersoch* (Vaynol Hotel; coach or mail-car 1*s*.) and (16 M.) *Aberdaron* (Ship Inn; coach or mail-cart 2*s*.), and to the N.W. to (7½ M.) *Nevin* (Nanboron Arms, R. from 2*s*. 6*d*., D. 3*s*.; motor-omnibus, five times daily, 1*s*.). Pwllheli may also be made the starting-point for the ascent of the *Rivals* (see p. 314), which lie about 6 M. to the N. (better from Nevin). — Aberdaron is about 3 M. from *Braich-y-Pwll*, the 'Land's End' of N. Wales, and the walk thither reveals some fine coast-scenery. A conspicuous feature in the views is *Bardsey Isle*, which lies about 2 M. off the point and may in fine weather be reached from Aberdaron (boat about 1*l*.). The island was formerly a favourite burying-place, and contains, according to tradition, the graves of 20,000 saints. It also contains the scanty remains of a once famous abbey.

From Afon Wen the railway to Port Madoc runs to the E., along the N. coast of Cardigan Bay, to (22½ M.) **Criccieth** (*George; Marine*, R. 4*s*., D. 4*s*.; *White Lion*), a small sea-bathing and golfing resort, the chief attraction of which is its nearness to the finest part of Snowdonia. Its ruined *Castle* (adm. 1*d*.) was probably built by Edward I.; it commands a good view of the Mts. of Carnarvon and Meriónethshire, and of Harlech Castle (p. 346) on the other side of the bay. — Beyond Criccieth the train quits the coast for a short distance. Fine mountain-view to the left.

28 M. **Port Madoc** (*Sportsman*, R. 2*s*. 6*d*.; *Queen's*, close to the station; *Royal & Commercial*), the port for the Ffestiniog slate-quar-

ries, is the starting-point of the 'toy-railway' to Ffestiniog (p. 333), and of the direct road to Beddgelert and Snowdon from the S. (Coach to Beddgelert, 8 M., twice daily; fare 2*s.*; comp. p. 339.)

About 1 M. to the N. of Port Madoc, on the road to Beddgelert, lies *Tremadoc*, a village at the foot of a picturesque line of cliffs. Both places take their name from a Mr. Madocks, M. P., who founded them at the beginning of the 19th cent. and at the same time reclaimed the *Traeth Mawr* (see Map, p. 341) by building a huge embankment across the mouth of the estuary. Shelley, who spent part of 1812-3 at *Tanyrallt*, Tremadoc, took a keen interest in the Faust-like undertaking of Mr. Madocks, and freely spent his energies and money in promoting it. *Moel-y-Gest* (740 ft.), the hill to the W. of Port Madoc, commands an extensive panorama. — Between Port Madoc and *Borth-y-Gest*, a little seaside-resort 1 M. to the S., are good golf-links.

Beyond Port Madoc the train crosses the above-mentioned embankment, or 'Cob', which affords a grand *View of Snowdon, rising at the head of the valley to the left, with Moel Hebog to the left of it, and the Glyders, Cynicht, and Moelwyn to its right.

30 M. *Mynffordd* is the junction for the Toy Railway to Ffestiniog (p. 333), which is here carried over the Cambrian line. — 31 M. *Penrhyndeudraeth* (*Griffin, R. 2*s.* 6*d.*), a quarrymen's village, also a station of the Ffestiniog line (p. 333; coach to Beddgelert and Nant Gwynant, p. 339). Harlech Castle is seen to the right, in the distance. We now round the head of the estuary and turn to the S. Beyond (33 M.) *Talsarnau* a series of fine retrospects (right) is obtained of Snowdonia, while the graduated hills of the Lleyn promontory are visible beyond Cardigan Bay. The line here runs across the *Morfa Harlech*, a level tract reclaimed from the sea.

36 M. **Harlech** *(*Castle; Lion)*, the old capital of Meriónethshire, is a small place with an excellent golf-course (18 holes) at the base of the castle-rock. Its *Castle* (adm. 4*d.*), one of the numerous buildings of Edward I., has been well described as 'the ideal castle of childhood — high-perched, foursquare, round-towered, and impressively massive' *(Baddeley)*.

The well-known 'March of the Men of Harlech' commemorates the capture of the castle by the Yorkists in 1468. It was the last stronghold in N. Wales to hold out for Charles I. The castle commands a magnificent panorama of sea and mountain; and another very fine view of Snowdonia may be obtained from the top of *Moel-y-Senicl*, 1½ M. to the E. From Moel-y-Senicl we may make our way to Cwm Bychan and the Rhinogs (more conveniently reached from Llanbedr; see below).

38½ M. *Llanbedr & Pensarn.* The village of *Llanbedr* (Victoria), on the *Afon Artro*, one of the best trout-streams in Wales, lies about ¾ M. to the S. The peninsula of *Mochras*, 1½ M. from Llanbedr, is celebrated for its rare shells, and the neighbourhood abounds in cromlechs and other antiquities.

Llanbedr is the usual starting-point for a visit to Cwm Bychan, the Rhinogs, and the pass of Ardudwy, an excursion comprising the finest scenery in this part of Wales. Public conveyances ply in summer to and from (5½ M.) Cwm Bychan; but the best plan is to hire a carriage to Cwm Bychan, send it to meet us at Maes-y-Garnedd (p. 317), and walk round through the pass. This involves a drive of 12 M. and a walk of about 2 hrs. *Cwm Bychan is a lonely and romantic hollow, con-

taining a small lake, and enclosed by the precipitous crags of the *Rhinog Fawr* (2362 ft.) on the S. and the *Craig Dwrg* (2100 ft.) on the N. A good echo may be awakened on the shore of the little Llyn. The carriage-road ends here, but all who are able should go on to a point about 100 yds. beyond the lake, and then proceed to the right to the 'Roman Steps', a rude staircase of slabs of rocks, believed to have been formed either by the ancient Britons or the Romans. This leads to the (1 hr.) head of the pass named *Bwlch-y-Tyddiad*, whence the path descends to the N. to the village of (5 M.) Trawsfynydd (p. 326). We, however, soon diverge from the path and cross the valley to the right, skirting the E. side of the Rhinog Fawr, so as to reach the 'Bwlch Drws Ardudwy, or pass of the 'Gate of Ardudwy' (1255 ft.), a well-marked depression between the Rhinog Fawr on the N. and the *Rhinog Fach* on the S. The scenery here is remarkably wild and sombre. Our route now leads nearly due W., and about 1 hr. after leaving the Bwlch-y-Tyddiad we reach the farm of *Maes-y-Garnedd*, whence we may drive back to (6½ M.) *Llanbedr*. — The **Rhinog Fawr** (2362 ft.), most easily ascended (2 hrs.) from *Pen-y-Bont*, 2 M. from Llanbedr on the road to Cwm Bychan, commands a wide view, taking in Snowdon on the N. and Cader Idris on the S.

Beyond Llanbedr we have a view to the left of the Rhinogs, Llethr, and Diphwys, while the rounded green Moelfre rises in the foreground. 41½ M. *Dyffryn*, with golf-course, another starting-point for a visit to the Ardudwy pass (see above). The ascent of *Moelfre* (1932 ft.) from Dyffryn takes 2 hrs. Between Dyffryn and Barmouth we pass on the left the woods of *Cors-y-Gedol* (p. 318) and the church of *Llanaber* (p. 318).

46½ M. **Barmouth.** — **Hotels.** Cors-y-Gedol, High St., Marine, on the Esplanade, under the same management. R. from 3*s.* 6*d.*, D. 4*s.* 6*d.*; Barmouth, High St.; Royal Station; Lion, High St., unpretending. — Orielton Hall, well spoken of, a private hotel in extensive grounds at the W. end of the town, R. 5*s.* 6*d.*, D. 8*s.* 6*d.*, pens. from 11*s.* 6*d.*; Tal-y-Don, a small private hotel, near the station. — **Lodgings** may also be easily procured (dear in Aug. and Sept.).

Golf Links (9 holes), at Fairbourne (p. 286), 1 M. from the town across the bridge or by ferry from the harbour.

Coaches ply frequently in summer to *Dolgelley* and the *Torrent Walk* (fare 5*s.*), *Tyn-y-Groes* (3*s.*), *Cwm Bychan* (3*s.*), *Harlech Castle* and *Llanbedr* (3*s.*), etc.

Boats on hire for fishing and for excursions by sea or river. — **Small Steamer** to *Penmaenpool*, at the head of the estuary; fare 1*s.* 6*d.*

Barmouth, a corruption of the Welsh *Abermaw* ('the mouth of the Mawddach'), a thriving watering-place, is situated at the N. entrance of the beautiful estuary of the *Mawddach*, on a narrow site between the sea and a barrier of rocky hills. It is within easy access of much of the grandest scenery in Mid-Wales, but in itself cannot vie as a marine residence with either Llandudno or Tenby. The sands are extensive and well adapted for bathing, though the fact that the railway has been carried between the town and the sea is a serious drawback. The lofty railway-embankment has, however, the merit of protecting the place from the loose sand with which it used to be inundated; and the *Esplanade*, to the N. of the station and on the seaward side of the railway, bears ample witness to the need of some such screen. The town is destitute also of a landward view.

About 1/2 M. to the S. of the station the railway crosses the estuary of the Mawddach by a timber *Bridge, or viaduct, 3/4 M. in length, including a footway 8 ft. wide (toll 2*d.*, weekly ticket 6*d.*). The *View up the Mawddach from this bridge, especially at high water, is charming. On the left or N. side of the lake-like estuary the background is formed by the *Llawllech* range, culminating in the rounded *Diphwys*. To the right is the range of *Cader Idris* (p. 323), the most prominent peak being the *Tyrau Mawr*, to the left of which appears the true summit. In the minor ridge in front, farther to the E., is a hill known as the 'Giant's Head', from its resemblance to an upturned face. The most conspicuous hill at the head of the estuary, straight in front of us, is *Moel Offrwm* (p. 320), behind which, a little to the left, towers *Rhobell Fawr* (p. 324). The prospect to seaward includes the *Lleyn* (p. 315) and *Bardsey Isle* (p. 315).

Excursions from Barmouth.

*Panorama Walk. At the end of Porkington Terrace, near the bridge, we quit the road and ascend the steep lane to the left. Where the lane forks (6 min.) we keep to the right; 4 min. gate; 8 min. another gate (guide-post), where the grassy track, ascending to the right, is to be avoided. In 3 min. more (guide-post) we turn to the right, bend back a little, and pass through a gap in the hill to the (4 min.) lodge, where we pay 1*d.* for admission to the *Panorama Walk, a path skirting the brow of the hill to the right, 200 ft. above the Mawddach estuary. The beautiful view is a 'bird's-eye edition' of that from the bridge (see above). The sloping summits of the *Arans* (p. 324), however, here form a more prominent feature in the background to the E. — We may now return to the lodge and descend to the Dolgelley road, which we may follow along the bank of the estuary to (2 M.) Barmouth. Or we may make our way back to the point where we quitted the lane (at the guide-post, beyond the second gate) and follow this lane for a few yards more. We then turn to the left and ascend the hill, passing (5 min.) the small farm of *Gwastadannes*. A short way beyond the farm the path forks; the branch to the right, uphill, leads to *Cell-Fawr* and *Llanaber* (see below), while that on the left descends to Barmouth.

Llanaber and Cors-y-Gedol, 5 1/2 M. About 1 3/4 M. to the N. of Barmouth, on the road to Harlech, is the interesting church of Llanaber, an E. E. building of the 13th cent., with a fine interior (key kept at an adjoining cottage). The solitary lancet window at the E. end is an unusual feature. The entrance-lodge to Cors-y-Gedol is 2 3/4 M. farther on, opposite the church of *Llanddwywe*. The drive thence to Cors-y-Gedol (no adm.), formerly the seat of the ancient but now extinct family of the Vaughans, is nearly 1 M. long. The grounds contain some fine timber. About 1/2 M. from the house (follow the cart-track to the right, beyond the farm-yard) is a cromlech called *Arthur's Quoit*, said to have been hurled by that doughty monarch from the top of Moelfre (p. 317). — This excursion to Cors-y-Gedol scarcely repays the pedestrian, but should be made either by carriage or by train to *Dyffryn* (1 3/4 M. from Cors-y-Gedol House). A pleasant round for walkers (about 7 M. in all) may be made as follows: From Barmouth to Llanaber, 1 3/4 M.; from Llanaber across the Llawllech range, passing the farm of Cell-Fawr (see above), to the Panorama View, 3 1/4 M.; back to Barmouth, either by the Dolgelley road or by the route above described, 2 M. This round may be increased to about 11 M. by extending the walk to Cors-y-Gedol and returning thence over the hills, while robust walkers may include the ascent of *Diphwys* (2462 ft.; view), which will add 2 1/2-3 hrs. to the excursion. The ascent is most often made from *Penmaenpool* (p. 320; 2 1/2-3 hrs.).

The *Road from Barmouth to Dolgelley, along the N. bank of the Mawddach, forms one of the finest drives in Wales, and is preferable to the railway. About 2 M. from Barmouth the road quits the Mawddach for a time. 2 1/2 M. *Pont-ddu* (Halfway House), pleasantly situated in a little wooded glen with a waterfall. Diphwys may be ascended hence in 1 1/2 hr. The road to the left ascends to some abandoned gold-mines.

Beyond Pont-ddu the road returns to the estuary and affords fine views of the opposite shore. 1½ M. Bridge crossing to *Penmaenpool* (p. 320); 1½ M. *Llanelltyd*. It then crosses the Mawddach, here an ordinary stream, and soon reaches (2 M.) *Dolgelley* (p. 320).

As the centre from which railways branch to the N., E., and S., Barmouth affords facilities for numerous longer excursions, such as those to *Llanbedr* and *Mochras* (p. 316); *Cwm Bychan* and *Drws Ardudwy* (p. 316); *Harlech* (p. 316); *Towyn* (p. 286); *Aberdovey* (p. 286); and *Machynlleth* (p. 285). — The ascent of *Cader Idris* (see below) is often made from Barmouth, occupying about 7-8 hrs. (there and back), but the actual starting-point is *Arthog* (see below), to which we proceed by train.

From Barmouth to *Aberystwyth*, viâ Dovey Junction, see pp. 286, 287.

c. From Barmouth to Dolgelley, Bala, Llangollen, and Chester.

71 M. Railway in 3-3½ hrs. (fares 11*s.* 7*d.*, 7*s.* 5*d.*, 5*s.* 11*d.*); to *Dolgelley*, 9½ M., in ½ hr. (fares 1*s.* 4*d.*, 1*s.*, 9½*d.*). The line from Barmouth to Dolgelley belongs to the Cambrian Co., but the G. W. R. Co., whose system we join at Dolgelley, has running powers as far as Barmouth.

On leaving Barmouth the train crosses the estuary of the *Mawddach* by the bridge mentioned at p. 318, commanding a magnificent view up the river to the left, and a survey of the *Lleyn* peninsula to the right. 1¾ M. *Barmouth Junction* (Rail. Rfmt. Rooms), at the S. end of the bridge, is the point where our line leaves the line running S. to Aberdovey and Aberystwyth (see p. 286).

3 M. *Arthog* (Arthog Hall Hotel, R. or D. 3*s.* 6*d.*) is a small village at the foot of the spurs of the Cader Idris ridge. The *Arthog Lakes*, 1 M. to the E., are frequented by anglers (apply at the hotel). The 'Barmouth Ascent' of **Cader Idris** begins here (see below), and a guide (1*s.* per pers.; unnecessary) generally meets the morning-trains.

Ascent of Cader Idris from Arthog (Barmouth), 3 hrs. From the E. end of Arthog village, a few hundred yards to the S. of the station, we follow the lane ascending to the right. Beyond the trees we pass through a gate and, after ascending for a few min. more, turn to the left by a path leading to a stream (not to be crossed) which we follow to the farmhouse of (25 min.) *Pant-y-Llan*. Beyond this the track (indistinct) crosses two fields and reaches the old Dolgelley and Towyn road, which we follow to the left (E.) as far as the farm of *Hafod-y-Fach*. Here we diverge to the right, through a gate, and follow a rough track, which soon brings us out on the open mountain-side. On gaining the (20 min.) top of the ridge, the summit of Cader Idris comes into view, and the rest of our course is plain-sailing, as we have simply to follow the ridge.

The direct route runs to the right of *Tyrau Mawr* (2167 ft.), on its S. slope, and those who do not care to make the whole ascent should at least climb to the top of this, the prominent W. peak of the Cader ridge (1¼ hr. from Arthog), commanding a view not inferior to that from the highest point. We now follow the grassy ridge (fine views on both sides) and about 1 M. farther on, near a wall, our track is joined on the left by the bridle-path from Dolgelley (see p. 322) and on the right by that from Towyn (p. 286). We now turn to the right and soon begin the final part of the ascent. Where two tracks are visible we should keep to the right. After about ½ hr. we pass a good spring, a little beyond which is the point where the ponies are left and the Tal-y-Llyn route (p. 285) joins ours. A climb of 5 min. up a steep winding path now brings us to the summit (2927 ft.), which is marked by a cairn and a small stone hut (very dirty inside). The *View is described at p. 323. — Good walkers on their way to Dolgelley should descend by the 'Foxes' Path' (p. 323).

Descent to Tal-y-Llyn and Towyn, see pp. 285, 286.

Beyond Arthog the train skirts the Mawddach estuary, affording fine views of the mountains on the opposite side. At (7½ M.) *Penmaenpool* (George, R. from 2*s.*, D. from 3*s.*) the river is crossed by a bridge and ceases to be navigable. The line now bears to the right, and we obtain a view of the four peaks of Cader Idris (p. 323). As we cross the *Wnion* ('Oonion') we have a peep to the left of the *Ganllwyd* glen (p. 321), down which flows the *Mawddach*, uniting with the Wnion to form the estuary.

9½ M. **Dolgelley.** — Golden Lion Hotel, R. from 3*s.* 6*d.*, D. 4*s.*; Royal Ship, R. or D. 4*s.*; Angel, all in the centre of the town, about ¼ M. from the station. — *Rail. Rfmt. Rooms.* — *Lodgings*, moderate.

Brakes. In summer to the *Torrent* and *Precipice Walks* (fare 3*s.* 6*d.*) and back; to *Tyn-y-Groes* and *Pont-ar-Eden;* to (10½ M.) *Dinas Mawddwy.*

Fishing. Trout abound in the Wnion, the Aran, and several lakes in the vicinity, permission to fish in which may be obtained at the hotels. The salmon-fishing in the Mawddach, at Tyn-y-Groes, is preserved.

Dolgelley (pron. *Dolgéthly*), the county-town of Meriónethshire, an irregularly-built little place with 2437 inhab., on the left bank of the *Wnion*, near the N. base of *Cader Idris*, is the centre of some of the finest scenery in Wales. The *Church* (restored) contains an effigy of a knight. Welsh woollen goods are made here.

Excursions from Dolgelley.

Torrent Walk, a round of 5½ M. The Torrent Walk itself is only 1 M. long, and visitors may drive to one end, and send the carriage round to meet them at the other. We quit the town by the Machynlleth road, which leads to the E., crossing the *Aran*. After 1¼ M. we leave the road by a lane to the left, beside a red refreshment-hut, and soon reach (½ M.) a bridge, on this side of which, to the right, is the entrance to the 'Walk'. The **Torrent Walk** ascends a narrow wooded ravine by the side of an impetuous little mountain stream, and offers a perfect combination of rock, and wood, and water. At the upper end of the glen we cross a small foot-bridge into a road, where we turn to the right, pass the entrance-gates of *Caerynwch*, and soon regain the main (Machynlleth) road. Here we turn to the right and follow the road to (2½ M.) Dolgelley; or we may proceed to the left to (1 M.) the *Cross Foxes Inn*, whence the old road, commanding good views of Cader Idris, descends direct to (2½ M. farther) Dolgelley.

Nannau and the Precipice Walk, 6-7 M. We cross the railway at the station, follow the Bala road (to the right) for about 250 yds., and then take the first turning to the left, a lane leading through a gate to a house. Behind the house we turn sharp to the right, along a wall (avoiding the path leading straight up the hill), and after a few yards ascend to the left by an obvious path. In about 3 min. after leaving the cottage we cross a wall by a stile. Here we keep straight on, with first a low wall, then a hedge, and lastly a wood on our right. We then bear to the left, crossing the field diagonally, in the direction of a plantation, which we enter by a gate (4 min. from the stile). Our path leads through the plantation to a lane (stile) and (3 min.) the small farm of *Tydden Bach*, round the front of which we pass into a lane and then turn to the right. 3 min. Gate, beyond which the lane forks. We keep to the left for 3 min. more; then turn to the right, enter a wood, and follow a grassy lane past (13 min.) *Maes-y-Bryner House* to an arched gateway. (Driving is practicable to this point, by another route.) Crossing the stile immediately to the left we soon strike a rough cart-track (guide-post), which leads in 9 min., trending to the right, to the S. end of *Llyn Cynwch*. The hill to the right of this lake is called *Moel Offrwm* (1330 ft.;

view), or the 'hill of offering'. At its foot lies **Nannau**, the old mansion of the Vaughans, finely situated in a beautiful park. — To reach the Precipice Walk, we pass through the gate at the S.W. (left) corner of Llyn Cynwch and climb a stile to the left. A few yards farther on (about 1 hr. from Dolgelley) we cross another stile and reach the *Precipice Walk, which runs round the steep slopes of *Moel Cynwch*. At first the walk is a mere green track along a grassy hillside, with rock cropping out, and has little that is precipitous about it. In 5 min. we reach a stile, where we have a fine view of Cader Idris and the estuary of the Mawddach. [Those who make the circuit of the Precipice Walk in the opposite direction may quit it here, and descend to Dolgelley or to Llanelltyd and Cymmer Abbey (see below).] 6 min. Another stile. This is the most precipitous bit of the walk; though nowhere sheer, the slope approaches the perpendicular so closely and the path is so narrow that a moderately steady head is desirable. The view of the Mawddach flowing in the narrow *Ganllwyd* glen below us is very fine. We reach another stile in 7-8 min., near the point where the path bends round the N. side of the hill.

[To reach *Tyn-y-Groes* we leave the Precipice Walk at a point about 5 min. beyond this stile. Just below is a wall running almost parallel with this section of the walk, and from this wall another descends at right angles towards the valley. Crossing the first wall and descending to the left of the second we soon reach a wood, through which a steep and faintly-marked path descends to a cart-track on the left bank of the river. By following this to the right for 1 M. we reach the bridge crossing to *Tyn-y-Groes Hotel* (see below). On our way we see the large wheels of a copper-mine to the right. This descent is scarcely adapted for ladies, but good walkers are advised to vary their homeward route by visiting Tyn-y-Groes and following the road to Llanelltyd (see below). They should, however, first follow the Precipice Walk far enough to get a view of Nannau.]

8 min. Stile. This is practically the end of the Precipice Walk. *Rhobell Fawr* (2409 ft.) is conspicuous to the left and Nannau House (see above) soon comes in sight. We then again reach Llyn Cynwch and pass along its W. side to the (12 min.) gate by which we entered.

The above is the preferable direction in which to make the circuit of the Precipice Walk, as the scenery improves as we proceed. The circuit from Maes-y-Bryner takes about 1 hr.

TYN-Y-GROES, RHAIADR-DU, AND PISTYLL-Y-CAIN, 8 M. (there and back 16 M.). Crossing the railway, we turn to the left and follow the Barmouth road for about 1½ M. Here, a little short of Llanelltyd Bridge, a farm-road diverges on the right to (¼ min.) *Cymmer Abbey*, a Cistercian foundation, the ruined church of which, dating from about 1200, is worth a visit. The key is kept at the adjoining farm, which incorporates the old 'Abbot's Hall'. (Route hence to Precipice Walk, see above.) Returning to the road and crossing the bridge over the Mawddach we now reach (¼ M.) *Llanelltyd*, where we turn to the right and follow the road ascending the **Glen of Ganllwyd*. To the right, beyond the Mawddach, rises *Moel Cynwch* (see above), with the Precipice Walk. After 2 M. the road bends to the left, and the valley contracts and increases in picturesqueness.

¾ M. (4½ M. from Dolgelley) **Tyn-y-Groes Hotel** (R. from 2*s*., D. from 3*s*.), a favourite little anglers' resort. We may vary our route in returning to Dolgelley from this point by crossing the bridge in front of the inn and proceeding to the right to the (¾ hr.) Precipice Walk (comp. above).

Beyond Tyn-y-Groes we pass the wooded grounds of *Dolmelynllyn* on the left, and reach (½ M.) a bridge over the *Camlan*. To reach the fall of (½ M.) **Rhaiadr-Du* (a pleasant digression of ½-½ hr.) we cross the bridge and ascend to the left along the stream, at first by a cart-track and then by a path. The fall is not large, but its surroundings are picturesque.

About ¼ M. beyond the bridge the road forks, and we keep to the right, crossing another bridge over the *Eden*. We then pass through a gate (or over a stile) and enter the wooded glen of the upper Mawddach, which runs to our right, half hidden among the trees. From this point the route skirts the stream. Beyond a deserted mine the road becomes

a cart-track. Where it forks we take the branch to the right, which soon crosses the *Afon Cain*, by a bridge. The *Pistyll-y-Cain, plunging from a height of 150 ft. into a deep rocky cauldron, a few yards above the bridge, is one of the most graceful waterfalls in Wales. We now return to the cart-track and follow it down stream to the junction of the Afon-Cain and *Mawddach*. The Rhaiadr Mawddach, a short distance up the latter stream is wider than the Pistyll y-Cain but neither so high nor so picturesque.

We may now return to Dolgelley, either by the route already traversed, or by crossing the Mawddach by the bridge a little above the fall and descending on its E. bank. If we select the latter route we turn to the left after about 1/4 hr., and wind round the hillside to the (1/2 hr.) valley of the *Afon-yr-Allt*, a feeder of the Mawddach, along which we may descend to the right, passing an old copper-mine, to the (1/2 hr.) track on the left bank of the Mawddach mentioned above. Thence we either cross the bridge to Tyn-y-Groes (p. 321), or return to Dolgelley by the Precipice Walk (comp. p. 321).

The Torrent Walk, the Precipice Walk, and the Tyn-y-Groes and Pistyll-y-Cain excursion may all be included in one long day, somewhat as follows. Drive to one end of Torrent Walk (1/4 hr.); walk through it (1/2 hr.); drive from the other end to Maes-y-Bryner or Nannau (3/4 hr.); make the circuit of the Precipice Walk (1 hr.); drive from Maes-y-Bryner to the Gunpowder Works near Pistyll-y-Cain (3 hrs.); visit the three Falls (1 hr.); drive back to Dolgelley (2 hrs.). This makes 8 1/2 hrs., without including stoppages. Good walkers could do the entire round in the same time, descending directly from the Precipice Walk to Tyn-y-Groes (see p. 321). The total distance would be 21 M., equivalent to 25-30 M. on a level road.

Ascent of Cader Idris. After that of Snowdon this is the most popular ascent in Wales, and the view from the top is considered by many to surpass that from the higher mountain. From Dolgelley there are three recognized routes to the top (2 1/4-4 hrs.), but the third of those described below should be reserved for the descent, as the climb up the steep 'scree' known as the 'Foxes' Path' is very fatiguing. Mountaineers, however, who do not object to a scramble and who wish to make the descent to Barmouth, Towyn, or Tal-y-Llyn, may prefer the Foxes' Path as the shortest and in many ways the most interesting of the three routes. Guides (6*s*.) may be dispensed with in good weather by those who have had any experience in mountain-climbing. Ascent from *Arthog*, see p. 319; from *Tal-y-Llyn*, see p. 285.

1. *By the Bridle Path* (2 1/2-3 hrs.; pony 8*s*.). We leave Dolgelley by the road leading to the S.W. from the church, and where it branches, just outside the village, at a letter-box, we keep up hill to the left. This is the old road to Towyn (p. 286), which ascends steadily for about 1 1/2 M. and then becomes more level. 1/2 M. (2 M. from Dolgelley) *Llyn Gwernan*, a small lake on the right, at the farther end of which (to the left) the Foxes' Path route begins. We, however, follow the road for 1/2 M. more, cross a small bridge, and turn to the left, just on this side of a second bridge. The bridle-path crosses a stream, and ascends through a plantation, keeping the direction of the depression between the saddle of Cader and Tyrau Mawr (p. 319). In about 40 min. after leaving the road, the path reaches the top of the ridge and joins the route from Arthog at two stone posts. Thence, see p. 319.

2. *Along the Ridge viâ Mynydd Moel* (Aran rout ; 3 1/2-4 hrs.). As there is no regular path, this ascent should not be attempted in bad weather without a guide. Leaving the town by the Dinas Mawddwy road (S.E.) we cross the bridge over the *Aran* and turn down a lane to the right. After 1/2 M., opposite *Pandy Mill*, we bend to the left, and a little farther on turn sharply to the right, through a gate. About 3/4 M. beyond Pandy Mill the lane quits the Aran (which here turns to the right), passes some farm-steadings, and reaches the open side of a spur of Mynydd Moel, the easternmost summit of the Cader ridge. The direct route to the top of Mynydd Moel leads to the right, but it is better to keep somewhat to the left, in order to avoid the marshy hollow of the Aran, and to strike the ridge a little more to the E. To the right lies the little *Llyn Aran*, in

which the stream takes its rise. The top of *Mynydd Moel* (2835 ft.; cairn) commands a very fine and extensive view, including Dolgelley, which is not visible from the Pen-y-Gader. The easy walk along the ridge from Mynydd Moel to the summit of Cader takes 15-20 minutes. Llyn-y-Gader and Llyn-y-Gafr (see below) soon come into view on the right. Good walkers may continue their walk along the ridge to *Tyrau Mawr* and (2 hrs.) *Arthog* (comp. p. 319), returning to Dolgelley by an evening-train.

3. *By the Foxes' Path* (2¼-2¾ hrs.). From Dolgelley to (2¼ M.) the end of Llyn Gwernan, see p. 322. Here we leave the road by a wicket on the left, and follow a path over a grassy hill, with a little coppice. In 5-7 min. we cross a wall by a stile, and soon reach a point from which we have a fine view of the whole range of Cader; the steep stony slope to the left of the summit is the 'Foxes' Path'. We then descend to (3-4 min.) a gate, ascend along a wall, on the other side of which is a small wood, and soon reach the open hillside. After 5 min. we turn to the right through a gate at a sheepfold and go straight on, soon with a wall to our right. 5 min. Brook with a low wall and a small ladder, just beyond which we pass a soft piece of ground. 8 min. Gate in a wall; 9 min. Stream crossed by stepping-stones; 3 min. *Llyn-y-Gafr*, a small lake, well stocked with trout. Beyond this point the path ceases, but the route can scarcely be missed. Crossing the stream issuing from Llyn-y-Gafr, we have a sharp climb of about ¼ hr. to surmount the rock-strewn ridge intervening between Llyn-y-Gafr and *Llyn-y-Gader*, a somewhat larger lake finely situated below the wall of rock rising perpendicularly to the summit of the mountain. At the S. end of Llyn-y-Gader begins the steep slope of loose shingle, called the '*Foxes' Path*', which is about 900 ft. in height and inclined at an angle of 35°. Its ascent is extremely fatiguing, but there is no danger, though the hindmost members of a party should beware of falling stones. The usual time required to ascend this screes is ½-¾ hr. At the top of the slope we turn to the right and pass over smooth turf to (5 min.) the summit.

[In descending, the 'Foxes' Path' (the top of which is indicated by a small cairn) is easy, as the loose shingle yields to our weight and carries us down with little exertion. We can scarcely go wrong after passing Llyn-y-Gafr, where the faintly-defined path begins and follows the general direction of the stream issuing from the Llyn. A little below the lake we cross the brook by the stepping stones. At the gap in the wall, we keep to the right, on this side of the wall. Llyn Gwernan now soon comes into sight and determines our course.]

*Cader Idris (2927 ft.), or the chair of the giant Idris, is one of the most beautifully shaped mountains in England, presenting a long row of wall-like precipices towards the estuary of the Mawddach on the N., while on the three other sides it sends off spurs towards the Arans, Plinlimmon, and Cardigan Bay. The total length of the Cader ridge from E. to W. is about 7 M.; above the general level of the ridge rise the four main summits (named from E. to W.) of *Mynydd Moel*, *Pen-y-Gader* (the top), *Cyfrwy*, or the 'Saddle', and *Tyrau Mawr*. The *View from the cairn on the summit is very extensive. On the N. is the beautiful estuary of the Mawddach, backed by the Llawllech range of hills, culminating in Diphwys (to the right), while beyond these again rise the Carnarvon Mts., visible in their entire extent from Bardsey Isle, at the end of the Lleyn promontory, on the left (S.W.), to Carnedd Llewelyn on the right (N.E.). The peak of Snowdon, rising above the Rhinog Fach, is easily distinguishable, and the other summits may be identified from the map (Moel Hebog and the Rivals to the left of Snowdon; Moel Siabod, the Glyders, etc., to the right). To the right, more in the foreground, is the rounded outlier of Rhobell Fawr, to the left of which we have a view of the Garnllwyd glen and the Precipice Walk. The dark little tarn almost vertically below the summit on this side is the Llyn-y-Gader (see above). To the N.E. we have a fine view of the valley of the Wnion, extending to Bala Lake; Dolgelley, however, is hidden. The peaks to the left of Bala are the Arenigs, those to the right the Arans, while Moel Fammau, with its tower, rises in the extreme distance beyond the lake. More to the right

are the Berwyns, and almost due E. are the three peaks of the Breidden Hills, near Shrewsbury. In exceptionally clear weather even the Wrekin (p. 281) is said to be visible in this direction. To the S. is the somewhat featureless expanse of rounded green hills of which Plinlimmon is the highest point, while the Carmarthen Van may sometimes be descried in the extreme distance. To the W. we have Cardigan Bay and the coast as far S. as St. David's Head. Tal-y-Llyn is not visible, but we enjoy (S.W.) a pretty peep down the green valley of the *Dysynni*, with the Bird Rock. From the S. side of the summit-plateau, a short way from the cairn, we obtain a striking view of the **Llyn-y-Cae*, an ideal mountain tarn, situated in a wild rocky hollow at the foot of almost vertical crags. Those who do not wish to return to Dolgelley may descend either to Arthog (2 hrs., to Barmouth 3 hrs.; comp. p. 319), or to Tal-y-Llyn (1½-2½ hrs.; p. 285), or to Towyn (2½-3 hrs. to Abergynolwyn, see p. 286).

Excursions may be made from Dolgelley also to *Towyn* (p. 286), by the coast-road 20 M., by the mountain-road 17 M.; to *Barmouth* by road (see p. 318), 10 M.; to *Tal-y-Llyn* (p. 285), 8½ or 9½ M.; to *Dinas Mawddwy* (p. 285), 9½ or 10½ M.; to *Machynlleth* (p. 285), 15 or 16 M. To the last three the road leads viâ the (3½ M.; or 2½ M. by the old road) *Cross Foxes Inn* (p. 320), where those bound for *Dinas Mawddwy* diverge to the left. Others keep straight on and gradually ascend under the E. cliffs of Cader Idris. At the highest point (860 ft.) of the road lies the little *Llyn Trigraienyn*, or 'Lake of the Three Pebbles', named from three huge boulders, which Idris is said to have shaken out of his shoe. At *Minffordd* (p. 285) the road forks, the left branch leading to *Corris* and *Machynlleth* while the right branch goes on to *Tal-y-Llyn* (comp. p. 285).

Continuation of Railway Journey. Beyond Dolgelley the train passes *Dolserau Hall*, near which is the Torrent Walk (p. 320). 12½ M. *Bont Newydd*, the nearest station for the ascents of Moel Offrwm (p. 320) and *Rhobell Fawr* (2409 ft.; 2¼ hrs., viâ *Llanfachreth*). On leaving Bont Newydd we enjoy a fine retrospect (right) of the complete outline of Cader Idris. The line ascends the charming valley of the *Wnion*, and the Arans (see below) soon come into sight on the right. — 16 M. *Drws-y-Nant*.

Drws-y-Nant is the starting-point for the shortest ascent (1¼-1½ hr.) of **Aran Mawddwy** (2970 ft.), the highest mountain in Mid-Wales. The twin-summit of *Aran Benllyn* (2902 ft.) is 70 ft. lower. Though 43 ft. higher than Cader Idris Aran Mawddwy is not such an imposing mountain, nor is the view from the top so fine. Bala Lake (see below) is conspicuous. — The descent may be made viâ (½ hr.) Aran Benllyn to (1 hr.) *Llanuwchllyn* (see below), or on the S. side to (2 hrs.) *Dinas Mawddwy* (p. 285).

About 3 M. beyond Drws-y-Nant we reach the highest point of the line (760 ft.) and enter the bleak valley of the *Dwfrdwy*. — 22½ M. *Llanuwchllyn* (*Goat Inn, R. 3*s*., D. 4*s*.), another good starting-point for the ascent of the Arans (2 hrs.; see above). Good walkers may also start here for the ascent of *Arenig Fawr* (2800 ft.; 4 hrs.), descending to (1 hr.) *Arenig* station (p. 325). A fine walk leads over *Bwlch-y-Groes* ('Pass of the Cross'; 1950 ft.), and through the wooded valley of the *Dovey* to (12½ M.) Dinas Mawddwy (p. 285).

Llanuwchllyn is only 1 M. from the S. end of *Bala Lake* (600 ft.). To the left, beyond the lake, we see the Arenigs and the small church of *Llanycil*. To the right rise the Berwyns (p. 325). — 27 M. *Bala Junction*, at the N. end of the lake, is the station for a branch-line to (¾ M.) Bala and Ffestiniog (see p. 325). Between Bala Junction and the town a fine view is obtained to the left.

Bala (**White Lion*, R. or D. 4*s.*; *Plascoch*, same proprietor, R. from 3*s.*, D. from 2*s.* 6*d.*; *Bull's Head)*, a small town with 1544 inhab., lies near the N. end of *Bala Lake*, or *Llyn Tegid*, the largest natural lake in Wales (4 M. long and 1 M. broad). The town itself is of little interest, but it may be made the starting-point of several pleasant excursions. The most prominent buildings are the *Calvinistic Methodist College* and the *English Church*. The statue in front of the Methodist Chapel is that of the *Rev. Thomas Charles* (d. 1814), the originator of the British and Foreign Bible Society, who is buried in the churchyard of *Llanycil* (p. 324), the parish-church of Bala. The mound named the *Tomen-y-Bala* commands a good view of Bala Lake and the valley of the river *Dee*, which here issues from the lake. The lake affords good perch and pike fishing, and trout-streams abound in the neighbourhood.

Excursions from Bala. Though the scenery of *Bala Lake* is not imposing, it is pleasant to walk or drive round it (11 M.). The walker may cut off 4 M. by taking the railway between Bala and Llanuwchllyn (see p. 324). The two chief hotels keep boats for excursions on the lake. — For a visit to **Pistyll Rhaiadr* (p. 284) we take the train to (7 M.) *Llandrillo* (p. 326), and walk thence across the *Berwyn Hills* (ca. 2500 ft.) to (7½ M.) the waterfall. Thence we may proceed to (5½ M.) *Llanrhaiadr Mochnant* (p. 284) and take the Tanat Valley railway to *Oswestry* (comp. p. 284). — The *Liverpool Reservoir* ('Lake Vyrnwy'), in the *Valley of Llanwddyn*, 10 M. to the S. of Bala, is interesting, especially to engineers. The direct route (a fair mountain-road; no inns) ascends the *Hirnant Valley*, passes *Moel-y-Geifr* (2055 ft.), to the right, at (7 M.) the head of the pass, and then descends to (3 M.) *Rhiwargor*, at the N. end of the reservoir. At the S.E. end, 5 M. farther on, are the new church of Llanwddyn and the *Lake Vyrnwy Hotel* (R. or D. 4*s.* 6*d.*). Lake Vyrnwy, supposed to occupy the bed of a post-glacial lake, was formed in 1885-90 by damming up the river Vyrnwy by a huge embankment of solid masonry, 1200 ft. long and 100 ft. high. It covers the site of the old village of Llanwddyn, and of the parish church, several chapels, and three public-houses, besides many farms. A Gothic *Tower* marks the beginning of the aqueduct, 67 M. long, which conveys the water to Liverpool, the first 2¼ M. being formed by the *Hirnant Tunnel*. The overflow from the lake escapes through 33 arches in the upper part of the dam, and in wet weather forms a cascade 84 ft. in height and 800 ft. in width. The lake is stocked with Loch Leven trout (fishing-licence 4*s.* per day, boat and man 5*s.*). Active pedestrians may combine this excursion with the last by sleeping at Llanrhaiadr (p. 284), 10 M. from the Lake Vyrnwy Hotel and 5½ M. from Pistyll Rhaiadr. From the reservoir to *Dinas Mawddy*, see p. 285; to *Penybontfawr (Oswestry)*, see p. 284. — The ascent of the *Arans* and the walk by the *Bwich-y-Groes* to *Dinas Mawddwy* are brought within easy reach of Bala by the railway to Llanuwchllyn (see p. 324). — The *Arenigs*, see below.

From Bala Junction to Blaenau Festiniog, 25½ M., railway (G.W.R.) in 1 hr. 10 min. (fares 4*s.* 2*d.*, 2*s.* 1*d.*). As we leave the junction we see Bala Lake to the left. ¾ M. *Bala Town* (see above). The line now runs through the valley of the *Tryweryn*, and the Arenigs soon come into view on the left. Beyond (3¼ M.) *Frongoch* the bare slopes of *Mynydd Nodal* rise on the left. — 8¼ M. *Arenig* (Rhydfen Hotel, at the foot of Arenig Fach, ¾ M. from the station, pens. from 6*s.*), a small station between the Arenigs. The ascent of *Arenig Fawr* (2800 ft.), to the S. of the station, takes 1-1½ hr. Extensive *View from the top, including Snowdon, Cader Idris, the Arans, and the sea. At the N.W. base of the mountain, ¾ M. from the station, lies the little *Llyn Arenig*. The descent may be made to *Llanuwchllyn* (comp. p. 324). The ascent of the *Arenig Fach* (2264 ft.) may be made from the inn in ¾ hr. — At *Llyn Tryweryn*

the line reaches its highest point (1195 ft.) and begins the descent through the barren *Cwm Proesor*. The Rhinogs (p. 317), and soon afterwards Cader Idris (p. 323), are seen to the left. — From (17 M.) *Trawsfynydd* walkers may reach (14 M.) Llanbedr viâ the Bwlch-y-Tyddiad and the Roman Steps (comp. p. 317). — The line here turns to the N. On the right is *Tomen-y-Mur* (p. 335); in front (left) the Moelwyns. — 20 M. *Maentwrog Road*, 2 M. from Maentwrog (p. 335). The train now sweeps round the valley of the *Cynfael*, commanding a fine view of the Ffestiniog mountains. 22 M. *Ffestiniog Village* (p. 333). — 25½ M. *Blaenau Ffestiniog* (p. 333).

Beyond Bala Junction the train passes through a short tunnel and descends the well-wooded valley of the *Dee*. On the right we pass the large mansion of *Palé* (occupied by Queen Victoria in 1889), just before reaching (31 M.) *Llanderfel*, the church of which, also to the right, contains two curious wooden relics known as St. Derfel's horse (stag?) and crozier. — 34 M. *Llandrillo* (Dudley Arms, ½ M. from the station, R. 2*s.* 3*d.*, D. 2*s.* 6*d.*) is the starting-point for the walk to (3 hrs.) *Pistyll Rhaiadr* (see p. 284). *Cader Fronwen* (2573 ft.; view), the nearest of the Berwyns, may be ascended in 1½ hr.

38 M. **Corwen** *(Owen Glyndwr*, ¼ M. to the E. of the station; *Eagles*, R. from 2*s.*, D. 2*s.* 6*d.*, pens. 6*s.* 6*d.*; *Rail. Refreshment Rooms)*, a small town with about 2500 inhab., is a good centre for anglers (fishing in the Dee, Alwen, etc.). The church contains a curious monument to Iorwerth Sulien, one of its early vicars; and outside is the shaft of a cross ascribed to the 8th century. The rude cross on the lintel of the S. door is said to be the mark of Owen Glendower's dagger. It was at Corwen that this famous patriot assembled his forces before the battle of Shrewsbury (comp. p. 283), and most of the land round the town belonged to him.

Motor Omnibus daily to (10 M. in 1 hr.) *Cerrig-y-Drudion*, going on, on Wed. and Sat., viâ (15½ M.) *Pentre Voelas* (Voelas Arms), to (22 M.) *Bettws-y-Coed* (p. 330). — Railway from Corwen to *Rhyl*, see p. 301.

Beyond (41 M.) *Carrog* we pass *Owen Glendower's Mound* on the left, while on the other side are the slopes of the Berwyns (*Moel Ferna*, 2070 ft.). — 43 M. *Glyndyfrdwy* (*Berwyn Arms, R. 2*s.* 6*d.*), a small fishing-station, from which Owen Glendower took his name. The river makes a long curve to the left, which the railway avoids by a tunnel ½ M. long. On emerging from the tunnel we have a charming glimpse, to the left, of the wooded valley, with *Moel-y-Gamelin* (1897 ft.) and *Moel Morfydd* (1804 ft.) in the background, while in front are the romantic church of *Llantysilio* and *Bryntysilio*, the summer-home of the late Sir Theodore Martin (d. 1909). 47½ M. *Berwyn* (Chain Bridge Hotel; p. 327).

49 M. **Llangollen.** — *Hand Hotel, an old and comfortable house, close to the Dee, R. or D. 4*s.*; *Royal Hotel, R. from 3*s.* 6*d.*, D. 4*s.* — Eivion Temperance, R. from 2*s.*, D. 3*s.*; Grapes; Eagle.

Llangollen (pron. Thlangóthlen), or the 'church of St. Collen', a neat little town with 3304 inhab., is delightfully situated on the river *Dee*, in a hollow surrounded with hills. Its Welsh flannel

and beer have a reputation. The town is a favourite resort of anglers, who find good sport in the Dee and its tributaries. The fishermen of the Dee still use the 'coracle', or ancient British boat, made of skins (now-a-days tarpaulin) stretched over a slight framework of wood. The *Church*, a low Gothic building, near the centre of the town, contains a good oaken ceiling. In the churchyard is a monument to the Ladies of Llangollen and Mary Carryl (see below). The *Bridge* over the Dee, a plain structure with four pointed arches, used to be reckoned for some inscrutable reason among the 'Seven Wonders of Wales'.

The ruins of **Dinas Bran Castle** (½ hr.; donkey 1*s.*) surmount the boldly-formed hill (910 ft.) on the N. side of the **Vale of Llangollen*. We cross the bridge over the Dee, proceed a few paces to the right, and then ascend to the left to a bridge over the *Shropshire Union Canal*. On the other side we find ourselves opposite a guide-post, pointing on the right to the Trevor Rocks, on the left to the Eglwyseg Rocks, and straight on to Dinas Bran. The path to the latter ascends through a few fields, crossing two cart-tracks, and reaches the open hillside at a gate just above a house where refreshments are sold. The ruins at the top are of very early origin, but are not so picturesque as they appear from below. The *View includes the finely shaped Eglwyseg Rocks on the N., the valley of the Dee on the E., Llangollen to the S., Moel-y-Geraint and the Berwyns to the S.W., and Moel-y-Gamelin to the N.W.

The view from **Moel-y-Geraint** (1000 ft.; ½ hr.), or the *Barber's Hill*, on the other side of the river, is similar to that from Dinas Bran, but more extensive. The ascent begins by a steep lane in Hall St. From the top we may descend to Berwyn (p. 326) and include a visit to Valle Crucis Abbey (p. 328) in our round.

Plas Newydd (*i.e.* 'New Place'), once the residence of the celebrated 'Ladies of Llangollen', is situated about ⅓ M. to the S. of the bridge. To reach it we turn to the left at the end of Castle Street and then ascend to the right of the Grapes Hotel. Both inside and out the house is decorated with good carvings in oak; and it contains a few relics of the 'Ladies', antique furniture, paintings, china, and silver (adm. usually on application in the absence of the family). — The 'Ladies of Llangollen' were two Irish damsels, Lady Eleanor Butler (d. 1829) and the Hon. Sarah Ponsonby (d. 1831) who swore 'eternal friendship', devoted themselves to a life of celibacy, and, secretly leaving their homes in 1776, lived together for half-a-century at Llangollen. Their faithful servant, Mary Carryl (see above), who had bought for them with her savings the freehold of Plas Newydd, died in 1809.

We may extend our walk round *Pen-y-Coed*, the hill to the S.E. of Plas Newydd. In that case we pass (½ M.) to the right of *Pengwern Hall*, now a farm-house, but originally (10th cent.) the residence of Tudor Trevor, the ancestor of the Mostyn family.

One of the pleasantest walks in the neighbourhood of Llangollen is the round of 5-6 M. to *Berwyn* (1¾ M.; also reached by rail or by pleasure-boats on the canal), the *Chain Bridge*, *Llantysilio Church*, and *Valle Crucis Abbey*. Good walkers may add the ascent of *Moel-y-Gamelin*. — Walkers cross the bridge and then follow (to the left) the well-shaded towing-path of the above-mentioned *Canal*. After about 1 M. the canal turns to the left, while the shortest route to (½ M.) Valle Crucis (p. 328) leads across the bridge to the right. Continuing to follow the canal we soon reach (¾ M.) the *Chain Bridge* (inn), opposite *Berwyn* station, perhaps the most charming spot on the Dee. A little beyond the inn we pass a weir, where the canal issues from the Dee, and reach the romantically-situated little church of *Llantysilio*, which contains a memorial of Lady Martin (Helen Faucit), by Foley.

Behind Berwyn and Llantysilio rises the hill called *Braich-y-Gwynt*,

and we may proceed from the latter to Valle Crucis (about 1 M.) round either side of this hill or over its top. If we keep to the N. side of the hill we turn to the right on reaching the highroad to Ruthin on the other side; if we choose the S. side we turn to the left. The abbey lies a little to the E. of the road (bell at the entrance; charge 6*d*.).

*Valle Crucis Abbey, founded in the year 1200 by Madog ap Gruffydd Maelor of Dinas Bran, and dissolved in 1535, is the most important monastic ruin in N. Wales. It was a Cistercian establishment, dedicated to the Virgin Mary. The chief part of the ruin is the *Church*, in the E. E. style, which is 165 ft. long (transepts 98 ft.) and 67½ ft. wide. The W. front (probably completed about 1250), with its three Dec. windows over the doorway and a rose-window above, is in good preservation. The E. end, which contains three lancet windows, seems to be the oldest part of the edifice. On the S. side the church is adjoined by some remains of the conventual buildings, including the chapter-house, with the dormitories above it. The juxtaposition of three different styles of doorway here (Norman, E. E., and Flamboyant) should be noticed.

We now return to the road and follow it (to the right) for about ¼ M. to the second milestone from Llangollen. Opposite this, in a field to the right, stands **Eliseg's Pillar**, erected by Concenn in the 8th or 9th cent. in memory of his great-grandfather Eliseg, Prince of Powys. The present inscription dates from the renovation of the monument in 1779. The name of the valley is usually attributed to this 'cross', though some authorities explain it by the shape of the valley itself.

The ascent of **Moel-y-Gamelin** (1897 ft.; 1½ hr.) may be made either direct from Llantysilio or from the Oernant slate-quarries on the Ruthin road, about 2 M. beyond Eliseg's Pillar. The view is extensive, including Snowdon, the Arans, the vale of Clwyd, and the valley of the Dee.

Excursion to the Eglwyseg Rocks. We cross the railway and canal, and at the guide-post mentioned at p. 327 either turn to the left and proceed round the N. side of the Dinas Bran, or take the lane to the right, which leads round the other side of the same hill. In either case we reach the nearest point of the rocks not far from *Tan-y-Castell Farm*, 2 M. from Llangollen. The *Eglwyseg Rocks, the name of which (pron. 'Eglooiseg') is probably connected with Eliseg (see above), are a line of bold limestone cliffs, beginning near Dinas Bran and sweeping round in a semicircle for a distance of about 4 M. They form the W. escarpment of an upland plateau stretching towards the E. The breezy walk along their summit to the '*World's End*' (to which there is also a carriage-road), 5 M. from Llangollen, is very delightful in fine weather.

*Chirk Castle (p. 289). This excursion may be made either by railway to (11 M.) *Chirk* (changing carriages at Ruabon, see p. 329; ¾ hr.), by pleasure boat on the canal (p. 327), by carriage (London and Holyhead road; 9 M.), on foot (direct 5 M., viâ Pennant 6 M.), or on foot to (3 M.) *Glyn Ceiriog* and thence by steam-tramway (see p. 289). — The direct walking-route, which is also practicable for riders, leads over the E. end of *Glyn Hill*. We follow the road to the left of the Grapes Hotel, cross the bridge, and where the road forks (¼ M.) keep uphill to the right. In 4-5 min. the road again forks, and we again keep to the right. We now skirt the wooded hill of *Pen-y Coed* and pass (8 min.) the picturesque modern house of *Tyndwr*. At the (5 min.) cross-roads we keep straight on and ascend steeply, passing through a gate and avoiding two green tracks to the left (the second opposite a gate). After 8 min. our track bends to the left, while another leads to the right through a gate. In ¼ hr. we pass two large beeches and in 7 min. more join the road at the top of the hill. During the whole ascent we enjoy fine views over the valley of the Dee. At the (3 min.) cross-roads we keep straight on. We now descend, passing (7 min.) a cottage and soon reaching (5 min.) a farm where Chirk Castle is in full view. Our road keeps to the left, and in 7 min. reaches the park-gate and lodge, whence a drive of about ½ M. leads to the castle, passing a small lake on the left. *Offa's Dyke* (p. 284) crosses the park, but the swelling is scarcely distinguishable.

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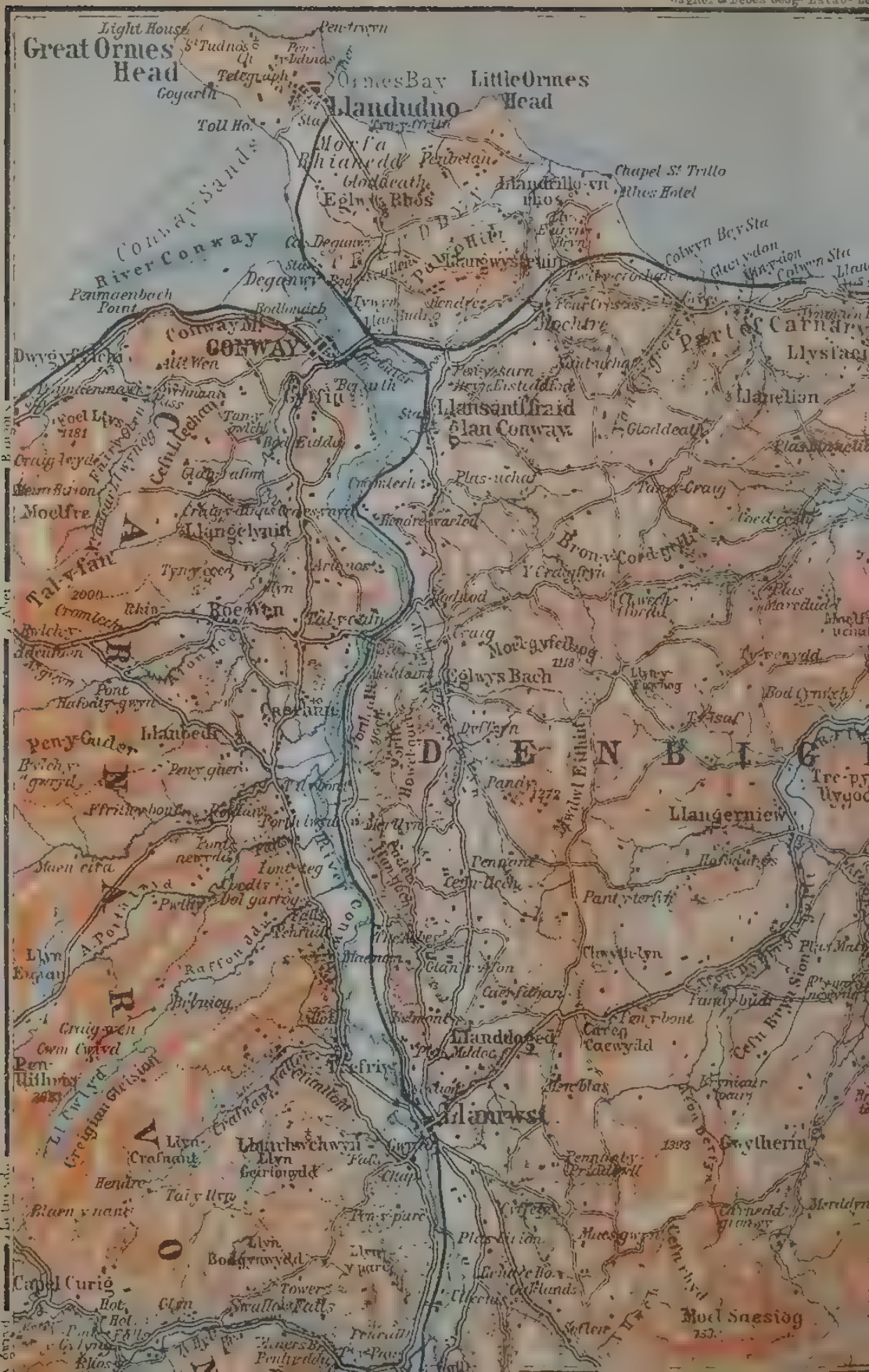


A pleasant walk may be taken from Llangollen along the Dee to (10 M.) *Corwen* (p. 326). The highroad on the S. bank commands the most open views, but the road on the N. bank is shadier and more picturesque.

Continuation of Railway Journey. As we leave Llangollen the castle of Dinas Bran (p. 327) and the Eglwyseg Rocks (p. 328) are conspicuous to the left. Near (51½ M.) *Trevor* we have a view to the right of the *Dee Viaduct* of the Shrewsbury and Chester railway and of the imposing aqueduct of *Pont-y-Cysylltau*, constructed by Telford for the Ellesmere canal. 52½ M. *Acrefair* ('Akryvire'), with large iron-works. To the right is Wynnstay Park (p. 289).

54 M. **Ruabon,** see p. 289. Carriages are often changed here. From Ruabon to (71 M.) *Chester* or (79 M.) *Shrewsbury*, see R. 39b.

d. From Llandudno to Bettws-y-Coed and Ffestiniog.

30½ M. Railway (L. & N. W. R.) to (18 M.) *Bettws-y-Coed* in ¾-1 hr. (fares 3*s.* 2*d.*, 1*s.* 8*d.*, 1*s.* 6*d.*); from Bettws to (12½ M.) *Blaenau Ffestiniog* in ½-¾ hr. (fares 2*s.* 3*d.*, 1*s.* 2*d.*, 1*s.* 0½*d.*). — Coach from Llandudno to *Bettws*, see p. 303. — In summer a small Steamer plies from Deganwy (p. 305) to *Trefriw* (see below) in 1½-2 hrs. (fares 1*s.* 6*d.*, 1*s.*), but the scenery up to this point is fairly well seen from the railway. — Pedestrians will find the walk along either side of the river (16-17 M.) repay them; best views from the E. side.

From Llandudno to (3 M.) *Llandudno Junction*, see p. 303. Carriages are generally changed here. The line follows the pretty winding *Vale of Conway*. Beyond (4½ M.) *Glan Conway* we have a view of the *Carnarvon Mts.* to the right, including Carnedd Llewelyn, Foel Fras, and the rounded Moel Eilio (in front). From (8¾ M.) *Tal-y-Cafn & Eglwysbach* walkers may pay a visit to the British earthworks at *Pen-y-Gaer* and the waterfalls of *Dolgarrog*, crossing the river by the bridge (toll 1*d.*) and rejoining the railway at Llanrwst (in all, 3½-4 hrs.). The ascent of *Carnedd Llewelyn* (p. 310) from Tal-y-Cafn takes about 4 hrs. — About 1 M. beyond Tal-y-Cafn the church of *Caerhun*, on the site of the Roman *Conovium*, is seen beyond the river; farther on *Pen-y-Gaer* and the falls of *Porthlwyd* and *Dolgarrog* are visible. The small village of *Trefriw* ('Trevroo'; Bellevue Hotel), with golf-links, where the steamer stops, also lies on the right bank, about 1 M. from Llanrwst. Its chalybeate springs are about 1½ M. to the N. In summer an omnibus for Trefriw meets the trains at Llanrwst.

14 M. **Llanrwst** *(Victoria*, on the river, R. or D. 4*s.*; *Eagles*, R. 3*s.* 6*d.*; *Queen's)*, a small town with 2645 inhab., is picturesquely situated, ½ M. from the station, on the right bank of the Conway, which is here crossed by a bridge ascribed to the Welsh architect Inigo Jones. The church contains the burial-chapel of the Gwydyr or Gwydir family, a finely carved rood-loft, and the stone coffin of Llewelyn ap Jorwerth.

About ½ M. from Llanrwst, on the other side of the Conway, is *Gwydyr Castle*, long the seat of the Wynns, but now the property of Earl Carrington; the modern mansion contains some interesting tapestry and beautiful oak-carvings (open on Tues. and Frid. till 5 p.m.).

The environs of Llanrwst are very picturesque; and pleasant walks may be taken to (2 M.) the old church of *Llanrhychwyn* ('Thlanry-chooin'), to Trefriw and (4 M.) *Llyn Crafnant* (thence to Capel Curig 5 M.), and to Bettws-y-Coed viâ *Llyn-y-Parc* (6 M.; comp. Map).

The scenery between Llanrwst and Bettws is the best on the line. To the right the *Falcon Rock* rises above the Gwydyr woods. The train crosses the Conway and then the *Llugwy*. To the right is the Llugwy valley, with Moel Siabod in the background.

18 M. **Bettws-y-Coed.** — *Royal Oak Hotel, near the station (sign by David Cox, now kept indoors), R. or D. 4*s.* 6*d.*; *Waterloo, 1/3 M. to the S., R. from 4*s.*, D. 4*s.* 6*d.*; Gwydyr, well spoken of; Glan Aber; Craig-y-don, Willoughby, both temperance hotels. — *Lodgings.*

Coaches run in summer to *Capel Curig* (5½ M.; fare 2*s.* 6*d.*), *Llanberis* (16 M.; 5*s.*, return 7*s.* 6*d.*), *Beddgelert* (17½ M.; 5*s.*, return 7*s.* 6*d.*), *Port Madoc* (25½ M.; 7*s.*), and *Llandudno* (see p. 303). Brakes also run to the *Swallow Falls*, *Fairy Glen*, and other points. — Motor-omnibus to *Corwen* (p. 326).

Fishing. There is good fishing within easy reach of Bettws in the *Conway*, *Lledr*, *Llugwy*, etc. (particulars at the hotels).

Bettws-y-Coed (pron. Bettoosycoëd), or the Chapel in the Wood, is charmingly situated at the confluence of the *Conway* and the *Llugwy*, in a basin surrounded with luxuriantly-wooded cliffs and hills, and is perhaps the most popular resort in Wales for artists, anglers, and tourists. The Llugwy is crossed opposite the village by the *Pont-y-Pair*, a romantic structure of the 15th cent., below which the stream runs in a most picturesquely broken course, while about ¾ M. to the S. is the *Waterloo Bridge*, crossing the Conway. Near the railway-station is the old *Church*, shaded with yew-trees and now used for interments only. Bettws is within 8 M. of the W. base of Snowdon, and only 4 M. from Moel Siabod, but no mountain is visible from its somewhat confined situation.

The Environs of Bettws are full of interest for walkers. A good general view is obtained from Llyn Elsi or the hill above Capel Garmon. To reach the former, which lies about 1¾ M. to the S.W., we ascend to the left by a path behind the new church. At a direction-stone we keep to the right. Beyond a small farm the path leads across the moorland plateau to the S., in the direction of the valley of the Lledr, and turns to the right at a cairn, soon reaching the lonely little tarn of Llyn Elsi. The most conspicuous feature of the *View hence is the beautifully-formed *Moel Siabod* (p. 331). Behind Moel Siabod rises Snowdon; and the Glyders, Carnedd Dafydd, and Carnedd Llewelyn are also well seen.

The road to **Capel Garmon**, a small village 2 M. to the S.E., crosses Waterloo Bridge (see above) and turns to the left. If the view alone is the object, it is enough to ascend to the top of *Gallt-y-Foel* (800 ft.), the hill which here rises to the left (ascent in ¾ hr. from Bettws); but a pleasant round may be made by going on to Capel Garmon and the *Cromlech*, 1 M. beyond it, and then returning to (3½ M.) Bettws by the highroad.

The following Round of about 18 M. embraces most of the other favourite points near Bettws. Those who prefer driving will find public conveyances plying to the Swallow Falls, the Fairy Glen, and the Conway Falls. The walk across the hill from Pont-y-Gyfyng to Dolwyddelan, though not more than 4 M. in direct length, is rather rough and fatiguing (especially after rain) and takes 1½-2 hrs.

We leave the village by the main Holyhead road, which runs to the W. from Pont-y-Pair. After ¾ M. we reach a small gate on the right, which leads to the so-called *Miner's Bridge*, an inclined gangway crossing the picturesque little Llugwy. We then return to the road, and 1¼ M. farther on reach the *Swallow Falls Hotel*, opposite which is a gate leading

to the *Swallow Falls, or *Rhaiadr-y-Wennol* (probably corrupted from 'Rhaiadr Ewynawl', *i. e.* the foaming cataract). These picturesque falls are three in number, and after rain are very fine. Visitors should follow the path to the foot of the middle fall and to the head of the uppermost fall.

Beyond the Swallow Falls the road bends a little to the left, still skirting the Llugwy, the placid and glassy surface of which above the falls affords a pleasing contrast to its broken and chafing course below. To the left we have a fine view of Moel Siabod, with Snowdon to the right in the distance. We cross the Llugwy, ¾ M. above the falls, by the *Ty Hyll Bridge*, which is said to derive its name ('ugly cottage') from the primitive specimen of domestic architecture just beyond it. After 1¼ M. more, where the valley narrows and turns to the right, we reach another bridge, affording a view (to the left) of the *Pont-y-Gyfyng*, a picturesque bridge of one arch, below which the river forms a series of cascades. A few hundred yards farther on we pass the small *Tyn-y-Coed Hotel* and in about 3 min. more reach *Tan-y-Bwlch* (Cobden's Hotel, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*, pens. 10*s.* 6*d.*, well spoken of).

[Moel Siabod ('Shabod'; 2860 ft.; *View) may be ascended from this point in 1¼-1¾ hr. We cross the river by the wooden bridge opposite the hotel, pass to the right through a plantation, cross a wall, and turn to the left. We soon reach the open hillside, where our course is plain.]

We should follow the road for a few hundred yards beyond the last-named hotel, in order to obtain one of the best views of *Snowdon*, which rises before us in its full extent. The four peaks, named from left to right, are *Lliwedd*, *Y Wyddfa* (the summit), *Crib Goch* (in front), and *Crib-y-Ddysgyl*. About 1 M. beyond Tan-y-Bwlch is *Capel Curig* (p. 338).

After our sight of Snowdon, however, we retrace our steps to the *Pont-y-Gyfyng*, cross it, and where the cart-track forks keep to the left, passing almost immediately afterwards a little church. At a chapel a little way farther on, we ascend to the right, and soon after, where the path again forks, near a cottage on the hillside, keep to the left. The track here is very rough and stony. In a few min. more (20-25 min. from Pont-y-Gyfyng) we pass through a gate and 10 min. later reach the top of the ridge, where the mountains on the other side come into sight. The path at the top, and in descending, is often very ill-defined, but by following the general direction of the water-course we cannot go far astray. Another gate is passed soon after we begin the descent, and in about 10 min. a ruined hut comes in sight, which serves as our next landmark. We keep to the left of the bed of the stream (generally dry). In 10 min. more we cross a stream by a slab-bridge and ascend straight to the above-mentioned hut. Beyond the hut we still follow the water-course, and in ½ hr. cross two streams. After the second of those we keep to the left, pass through (10 min.) a gate, and in 5 min. more reach *Dolwyddelan* (p. 332), on the highroad and railway from Bettws to Ffestiniog. The nearest inn is Elen's Castle, a few yards to the right. The station is on the other side of the river, beyond the bridge.

For Bettws we turn to the left and follow the road down the pretty **Valley of the Lledr*, with its varied colouring and picturesquely broken stream. 1¾ M. *Pont-y-Pant* (hotel), at the prettiest part of the valley. After 1½ M. more we pass under a railway-bridge. The track to the left leads straight to (2½ M.) Bettws, but we follow the road and reach (1¼ M.) another bridge, which we leave to the right. About ½ M. farther on is yet another bridge, which we cross. The rough lane to the right (turn-stile) leads to the Fairy Glen, which is entered by (¼ M.) a small gate on the right (adm. 2*d.*).

The *Fairy Glen is a romantic little dell, with a charming combination of waterfall, rock, and wood. There is no path along the stream, and we have to return to the entrance-gate. Here we turn to the right and follow a green cart-track, which we soon quit (stile) for a path leading above the wooded banks of the stream. Just before we reach the main Corwen road (view of Moel Siabod) a gate on the right (adm. 2*d.*) admits to the path descending to the *Conway Falls*, 50 ft. high.

We now re-ascend to the gate, enter the main Corwen road, follow

it for 220 paces to the right, then turn to the right, cross the bridge over the Conway, and follow the Penmachno road to (1/2 M.) the *Pont Bridge*. The so-called *Roman Bridge* adjoining is sufficiently well seen from Pont Bridge. — We now descend by a cart-track near the left bank of the *Machno*, and soon reach *Pandy Mill*, a favourite 'bit' with artists. The **Machno Falls* are approached through the mill-garden (fee 2*d.*). Just below the falls the Machno joins the Conway, and our path (a stony cart-track) descends near the latter stream, passing the descent to the *Jubilee Bridge* (adm. 2*d.*), a view-point in the bed of the river. Beyond a row of cottages, where the track forks, we keep to the right, and reach the Bettws and Dolwyddelan road, immediately beyond a bridge over the Lledr. Turning to the right we soon again reach the bridge beside the turn-stile leading to the Fairy Glen (p. 331). Thence we may return to Bettws by the road on the W. bank of the stream.

From Bettws-y Coed to Bet hesda 14 1/2 M., coach (performing the loop tour No. 7 from Llandudno, see p. 303) in 2 1/2 hrs. (fare 4*s.*; comp. Maps pp. 329, 341). — To (5 1/2 M.) *Capel Curig*, see pp. 330, 331. (To Pen-y-Gwryd and the Pass of Llanberis, see pp. 338, 337.) The Bethesda road turns to the N. and ascends through the bleak Llugwy valley. The three-peaked **Tryfan* (3010 ft.) soon comes into view on the left; on the central peak are the 'Shepherd and his Wife', two upright rocks resembling human figures (ascent, by the W. side, in 1-1 1/2 hr., recommended to good climbers). We pass the highest part of the road about 9 M. from Bettws, shortly before reaching *Llyn Ogwen*, a mountain lake 1 M. long. The coach sometimes stops long enough at the small Temperance Inn at the W. end of Llyn Ogwen, to afford time for a flying visit to the gloomy and romantic little **Llyn Idwal*, which lies about 1/4 M. to the S. of the road and takes its name from a Welsh prince said to have been drowned here by his foster-father. High up on the rocks on its W. side is a curious cleft known as the *Twll Du* ('black cleft'), or the 'Devil's Kitchen', which extends back for about 500 ft. and is 200-300 ft. deep, while it is only about 6 ft. wide. After heavy rain the stream descends from the cleft in a fine cataract. The waters of Llyn Ogwen are discharged at its W. end in a series of cascades called the **Falls of Benglog*. These falls break through the rocky barrier at the head of *Nant Ffrancon (Vale of the Beavers), which, however, is seen to much greater advantage by those coming in the opposite direction. The mountain-background at the head of the pass (behind us) is formed by *Y Glyder Fawr* (3279 ft.) and *Y Glyder Fach* (3262 ft.). The road descends along the E. side of the valley, skirting the base of *Carnedd Dafydd* (p. 310). Near the foot of Nant Ffrancon the *Penrhyn Slate Quarries* (p. 309) come into view on the left and we soon reach *Bethesda* (p. 309). Here horses are changed for the final stage viâ (5 M.) *Llandegai* (p. 310) and *Aber* (p. 307) to Llandudno. Passengers for *Bangor* (p. 308) leave the coach at Bethesda or Llandegai.

Pleasant excursions may also be made from Bettws to (6 M.) *Llanrwst* viâ *Llyn y Parc* (comp. p. 330), and to (6 1/2 M.) *Pentre Voelas* (p. 326). The fine drives to *Beddgelert* and *Llanberis*, skirting respectively the E. and N. base of Snowdon, are described at pp. 310, 338, 337. For those who start from Bettws the ascent of Snowdon begins at (10 1/2 M.) *Pen-y-Pass* (see p. 337), which is passed by the coaches between Bettws and Llanberis.

Continuation of Railway Journey. Beyond Bettws the train follows the Conway for about 1 M. more and then turns to the right into the picturesque **Valley of the Lledr*. Fine view of Moel Siabod to the right. 22 1/2 M. *Pont-y-Pant* (hotel), see p. 331. The peak of Snowdon soon comes into sight on the right. — 24 M. **Dolwyddelan** (*Elen's Castle; Gwydyr Arms*, both unpretending), pronounced 'Dolooithélan', is a quarrymen's village, at the foot of Moel Siabod. About 1 M. farther up the valley is *Dolwyddelan Castle*, the birth-place of Llewelyn the Great. The old Roman road *Sarn Helen*,

ascends the *Cwm Penamnaen*, to the S. of the station. The ascent of Moel Siabod takes about 2 hrs.; we leave the valley almost opposite the castle. Route across the E. spur of Moel Siabod to *Tan-y-Bwlch* (2 hrs.), see p. 331. — Passing Dolwyddelan Castle on the right, we next reach (26 M.) *Roman Bridge*, the name of which is unexplained. Good view of Snowdon, to the right. The train then turns to the left and quits the Lledr valley by a tunnel more than 2 M. long, emerging amid the slate-quarries and rubbish heaps of Blaenau Ffestiniog. Comp. the Map, p. 341.

30½ M. **Blaenau Ffestiniog** (*North Western Hotel*, near the L. N. W. R. Station, R. 4*s*., D. 3*s*. 6*d*.; *Queen's*, near the G. W. R. Station), a small town of recent origin, occupies a fine situation at the head of the valley of the *Dwyryd* ('Dooyrid'), surrounded by mountains, which are, however, greatly disfigured by slate-quarries. Pop. 11,435. The Palmerston Quarry is the most important. The workings here resemble mines more than the open-air quarries at Penrhyn (p. 309), and a visit to them is, therefore, less convenient. — The tourist headquarters are at Ffestiniog Village (see below), which lies 3½ M. to the S., at the corner where the main valley is joined by the *Cynfael*, and is most easily reached by the G. W. R. (p. 326).

At Blaenau Ffestiniog the terminus of the G. W. line to Bala (see p. 325) lies about ½ M. to the E. of the L. N. W. Station. Close to it is the terminus of the 'Toy Railway' (see below), called *Duffws*. The Blaenau Station of the Toy Railway is close to the L. N. W. R. Station.

From Blaenau Ffestiniog to Port Madoc by the 'Narrow Gauge Railway', 13 M., in 1 hr. (fares 2*s*. 9*d*., 2*s*. 2*d*., 1*s*. 8*d*.; return-tickets 4*s*. 4*d*., 3*s*. 6*d*., 2*s*. 4*d*.). — This 'Toy Railway', in which the gauge is only 2 ft. and the carriages and locomotives correspondingly tiny, was originally a tram-line (made in 1836) for conveying slate, and was opened as a passenger-line in 1869. It runs along the N. side of the Dwyryd valley, of which it affords charming views. The engineering skill shown in the construction of the line is very great, and some of the curves are astonishingly abrupt. The open first-class carriages afford the best views (to the left in descending). Passengers should beware of putting their heads out of the windows, as the train runs within a hand's-breadth of the walls of the rocky cuttings. The railway is seen to greatest advantage in ascending.

The train starts from the terminus at *Duffws* (710 ft.; see above) and almost immediately stops again at *Blaenau Ffestiniog*. 2½ M. *Tan-y-Grisiau* (630 ft.) is the best starting-place for the ascent of *Moelwyn* (1½ hr.). We then pass through a tunnel, ¾ M. long, beyond which we have a view of the valley, with the village of Ffestiniog perched on a hill on the other side, and reach (4 M.) *Ddaullt*. We next thread another tunnel, pass a lake on the left and a small waterfall on the right, and bend to the right round the glen of Tan-y-Bwlch. 6 M. *Tan-y-Bwlch* (100 ft.; *Oakeley Arms, R. 2*s*., D. 4*s*., in the valley, 1 M. below), the crossing-station of the line, lies at the head of the most abrupt curve. Beyond Tan-y-Bwlch we see Maentwrog (p. 335) on the other side of the valley and the mansion of *Plas* immediately below us (visitors admitted to the grounds). Fine views of the estuary of the *Dwyryd*. 10 M. *Penrhyn* has another station (Penrhyndeudraeth) on the Cambrian Railway (p. 316). At (11 M.) *Mynffordd Junction* we cross the Cambrian Railway (see p. 316). We then cross *Traeth Mawr* by a long embankment (view of Snowdon to the right) and reach (13 M.) *Port Madoc* (see p. 315).

Ffestiniog Village (**Pengwern Arms; Abbey Arms*, well spoken of), a small place with a few hundred inhab., is charmingly situated

on a projecting hill rising between the valleys of the *Dwyryd* and the *Cynfael*. The best point of view is the mound at the back of the church, reached by a track to the left of the churchyard-wall. To the left we look down the pretty vale of the Dwyryd to Cardigan Bay; opposite is *Moelwyn* (2529 ft.; ascended from Blaenau Ffestiniog in 2 hrs.), and to the right *Manod Mawr* (2171 ft.), rising above Blaenau. Fair trout and salmon fishing in the Dwyryd and in *Llyns Tecwyn* and *Garnedd*.

The following excursions may be accomplished in one day by tolerable walkers. Llyn-y-Morwynion and the Graves of the Men of Ardudwy may be left out without much loss, and Tomen-y-Mur might also be omitted. The stages are as follows: From Ffestiniog to the Cynfael Falls and up the valley to Pont Newydd 1½ M.; from Pont Newydd to the Rhaiadr Cwm 1½ M.; back to Pont Newydd by the Bala road 2¼ M.; from Pont Newydd to Maentwrog Road 1¼ M.; thence to Tomen-y-Mur and back 2 M.; visit to Rhaiadr Du and the Raven Fall, and down to Maentwrog 4 M.; from Maentwrog to Ffestiniog 3 M. This makes in all 15-16 M., for which 6-7 hrs. should be allowed.

The first steps of the visitor to Ffestiniog are directed to the pretty **Falls of the Cynfael**. Opposite the Newborough Arms Inn, just beyond the church, we pass through the gate to the left, cross the farmyard, and follow the obvious path leading through the fields. After ½ M. a grassy track descends on the right to the *Lower Fall*, which is chiefly interesting for its romantic setting. We then follow the path along the N. bank of the stream, which flows through a narrow wooded gorge, forming an uninterrupted series of rapids and cascades. A few yards above the lower fall is a singular rock known as 'Hugh Lloyd's Pulpit' from the tradition that a local sage and bard used to preach from its flat top. A little farther on the path crosses the stream. One of the best points of view is the so-called 'Goat's Bridge', a slab of rock spanning a narrow part of the stream. The path practically ends at the *Higher Fall*, descending in two leaps, a little farther on, but adventurous visitors may push farther up the picturesque ravine to join the Ffestiniog and Trawsfynydd road a few paces to the right of *Pont Newydd*, 1¼ M. from Ffestiniog.

Crossing Pont Newydd, we may ascend the lane to the right for ¼ M. and then descend by a road to the right, which turns to the left on reaching the stream and leads along its N. bank. At the (½ M.) fork we ascend to the left, avoiding the descent to the stepping-stones. In 13 min. more we pass *Cwm Cynfael*, a lonely farm-house, once the home of Hugh Lloyd (see above). The road here is a mere grassy track; farther on, it becomes very stony, and ascends to the left round a rocky knoll. At the top we come in sight of the **Rhaiadr Cwm*, a graceful but narrow fall, where the Cynfael is precipitated over a lofty barrier of rock. Just above the fall the track joins the highroad from Ffestiniog to Bala, at a point about 3¼ M. from Ffestiniog, for which we turn to the left. A good view of the fall is obtained from the road after we have gone a little way towards Ffestiniog. To the right, about ¼ M. from the road and not visible from it, lies *Llyn-y-Morwynion*, or the 'Lake of the Maidens', about 1¼ M. below which, and also ¼ M. from the road, is a spot called the *Beddau-Gwyr-Ardudwy*, or 'Graves of the Men of Ardudwy'. According to the legend, the men of Ardudwy had carried off a number of women from the vale of Clwyd, but were overtaken and slain here by the injured husbands and fathers. The women, however, rather than return to their homes, drowned themselves in the Llyn-y-Morwynion.

The road to (1¼ M.) Pont Newydd diverges to the left about 1 M. from the point where we join the Bala road. In descending we have a view of Moelwyn and the mountains backing the estuary of the Dwyryd. The Bala road joins the Trawsfynydd road at the Ffestiniog station.

Tomen-y-Mur, Rhaiadr Du, the Raven Fall, and Maentwrog. This excursion may be begun at *Maentwrog Road Station*, which is 2 M. from

Ffestiniog, on the road to Trawsfynydd. From the station we follow the road to (¼ M.) a small school, where it is joined by that leading to Maentwrog (see below). Here we turn to the left, and after a few hundred paces we leave the highroad by the second cart-track (very stony) to the left. This passes under the railway; and after about 12 min., just beyond a small cottage, we come in sight of **Tomen-y-Mur** (pron. 'Tommen-y-Meer'), a circular mound about 30 ft. high, on the top of a grassy hill (reached from the path in 10 min.). It is supposed to mark the site of the Roman station *Heriri Mons*, from which the 'Sarn Helen' (p. 332) and other Roman roads diverged. It commands an extensive sea and mountain view. We now return to the school-house and descend towards Maentwrog for about ¼ M. We then turn to the left, opposite a private road leading to Maentwrog. After ½ M. the lane turns to the right, opposite a gate; ¼ M. farther on, where it forks, we ascend to the left. We next reach an open spot commanding a good view of the Vale of Ffestiniog, and soon pass (½ M.) a cottage on the right, where we begin the descent to the lovely wooded glen of the *Prysor*. After 3 min. we descend to the left to a door in a wall. The path on the other side descends steeply to the track leading along the stream. Ascending this to the left, we soon come (3 min.) in sight of **Rhaiadr Du** (pron. 'Dee'), or the 'Black Fall', most romantically placed. To reach the other fall, which is lower down, we return by the path to (5 min.) a wicket-gate and bear to the right to (3 min.) an old limekiln. Here we turn sharply to the left and descend for about 300 yds., when a small path on the right leads to the various points of view for the **Raven Fall**. Visitors should not go too near the brink. We now return to the limekiln, and 4-5 min. beyond it, at a gate, rejoin the main track from which we diverged to visit Rhaiadr Du. Our route now descends through a charming wooded glen to (¼ M.) the highroad from Harlech, which we follow to the right to (¾ M.) Maentwrog. — **Maentwrog** (*Grapes Hotel*), pron. 'Mantoorog', is a small village on the S. side of the valley of the Dwyryd, at the foot of a low and partly wooded hill. It derives its name from the stone (maen) of St. Twrog, a rude uninscribed monument, 4 ft. high, at the W. end of the church. On the opposite side of the valley is *Tan-y-Bwlch* (p. 333). The mansion of *Plas* (p. 333) also is a conspicuous object. The distance by road from Maentwrog to Ffestiniog is 3 M. The road may be quitted at the (2¼ M.) foot of the last long hill up to the village, and the footpath through the vale of the Cynfael followed (stile to the right, at the bridge).

Excursions may be made from Ffestiniog also to (3 M.) *Tan-y-Bwlch* and (16 M.) *Beddgelert* (comp. p. 340), and viâ (5 M.) *Trawsfynydd* to the (5 M.) *Gate of Arduduy* (p. 317) or *Pistyll-y-Cain* (p. 322). The ascent of the *Manods* (p. 334) does not repay the exertion, but *Moelwyn* (p. 334) or *Cynicht* (p. 341; 4 hrs.) may be climbed.

e. From Carnarvon to Llanberis and Bettws-y-Coed.

Railway from Carnarvon to (9 M.) *Llanberis* in ½ hr. (fares 1*s.* 7*d.*, 10*d.*, 9*d.*). Coach from Llanberis to (15½ M.) *Bettws-y-Coed* in 2¾-3 hrs. (fare 5*s.*, driver's fee 1*s.*). Coach from Carnarvon round Snowdon viâ Beddgelert and Llanberis, see p. 313. The coaches run in connection with the morning-trains.

As the train quits Carnarvon station we see Twt Hill (p. 313) to the left, and after crossing the *Seiont* we obtain a good retrospect of the castle to the right. Our line then diverges to the left from the line to Afon Wen (p. 314) and ascends the wooded valley of the Seiont, crossing the stream several times. Beyond (7 M.) *Cwm-y-Glo* we pass through a tunnel (view of Snowdon to the right) and reach *Llyn Padarn* (2 M. long), the larger of the two Llanberis lakes, the beauty of which has been spoiled by slate-quarries.

9 M. **Llanberis.** — **Hotels.** *Victoria, a large house, 300 yds. from the station, R. 4*s.* 6*d.*, D. 4*s.* 6*d.*; Padarn Villa, R. or D. 3*s.* 6*d.*; Dolbadarn, near the station, well spoken of, R. 3*s.*, D. 3*s.* 6*d.*; Castle, Snowdon Valley, in the village. — *Lodgings* in the village.

Coaches. To *Bettws-y-Coed* and to *Carnarvon*, see p. 335; to *Beddgelert* and thence to *Port Madoc* (p. 315), see p. 339.

Carriage to *Pen-y-Pass* 5*s.* 6*d.*, *Pen-y-Gwryd* 6*s.*, *Capel Curig* 10*s.*, *Beddgelert* 14*s.*, *Bettws-y-Coed* 16*s.*, and *Bangor* viâ Capel Curig 26*s.*

Snowdon Mountain Tramroad (see below), 3 min. from the L. N.W. station.

Guides and **Ponies** for the ascent of Snowdon, see p. 342.

Llanberis (370 ft.), the 'Chamonix of Wales', with about 2000 inhab., is situated at the head of Llyn Padarn, at the N.W. base of Snowdon, and near the foot of the celebrated Pass of Llanberis. The immediate neighbourhood is, however, becoming more and more disfigured by huge slate-quarries. The two *Lakes of Llanberis* are both surrounded by wild and barren hills, descending abruptly to the water's edge. *Llyn Peris* (boats 1*s.* per hr.; fishing free to residents in the Victoria Hotel), to the S.E., 1¼ M. long, is the more striking of the two, but is sadly encroached upon by the Dinorwic Slate Quarries. Behind the Victoria Hotel is the picturesque *Dolbadarn Castle*, a solitary tower, whence there is a good view up the pass of Llanberis. — Llanberis is the starting-point for the easiest ascent of Snowdon (see p. 342).

About ½ M. to the S. of the Victoria Hotel is the romantic waterfall of *Ceunant Mawr ('great chasm'). We follow the lane diverging from the road immediately opposite the approach to the hotel, turn to the right after 300 yds. (the Snowdon route leading straight on), cross the stream, and a little farther on turn to the left through a little gate and round the back of some cottages. The path then leads direct to the falls. From the village we may also ascend past the handsome new *Church* and join the above route at the cottages. The fall, 60 ft. high, makes a singular bend in the middle; after heavy rain it covers the whole face of the rock.

Ascent of Snowdon by the Mountain Tramroad, 4¾ M., in 1¼ hr. (fares, up 3*s.* 6*d.*, down 2*s.* 6*d.*; return-ticket 5*s.*). This mountain-railway, built on the Abt rack-and-pinion system, was begun in Dec., 1894, and opened for traffic in 1897; the gauge is 2 ft. 7½ in., and the steepest gradient is 1 in 5½. Soon after leaving the lower terminus the train crosses the Afon Hwch by two viaducts, commanding a fine view of the *Ceunant Mawr* (see above) to the left. ¾ M. *Waterfall Station.* 1 M. Bridge, with view of the *Ceunant Bach.* 1½ M. *Hebron Chapel Station.* The line now ascends on the slope of *Llechog*, side by side with the pony-track (p. 342), which it crosses a little farther on. To the right we have a view of Moel Hebog, which presently gives place to Moel Lleſn. 2¼ M. *Half Way Station*, near the *Refreshment Hut* (p. 343). As we ascend, Elidyr Fawr and the Llanberis slate-quarries come into view on the left. On the top of the Llechog ridge (2520 ft.) the line recrosses the bridle-track and reaches (3¼ M.) *Clogwyn Station.* To the left now opens a magnificent view of the Pass of Llanberis, 2000 ft. below, with Moel Siabod rising above it. After skirting the precipice of Clogwyn-du'r-Arddu, the train runs along the W. slope of *Crib-y-Ddysgyl*, and reaches the (4¾ M.) *Upper Terminus* on the W. side of the summit.

From Llanberis to the Snowdon Ranger *(Quellyn Lake)*, 4 M. (1¾ hr.). We ascend past the Ceunant Mawr waterfall (see above) and follow the cart-track along the right (W.) side of the valley. On the opposite side of the cwm is seen the Snowdon track. Beyond some cottages the cart-track narrows to a bridle-path. Soon afterwards it bends to the right and ascends through the lonely *Maes Cwm* to (1-1¼ hr.) *Bwlch-y-Maes-Cwm* (1100 ft.), the head of the pass, where a fine mountain-view breaks on our gaze,

the most conspicuous summit at first being that of *Y Garn*. Snowdon is also well seen in our rear, and Llyn Quellyn or Cwellyn comes into sight as we descend. We pass through the small gate to the left and cross the field to (200 yds.) a similar gate. Beyond this point the path bears to the right and soon strikes the well-marked Snowdon track (p. 344) which descends in zigzags to a small farm just above the road and the *Snowdon Ranger* (*Quellyn Lake Station*; see p. 339), reached in about ½ hr. (or less) from the time we left the top of the pass. Ascent of Snowdon from this point, see p. 344.

[In the reverse direction we cross the railway at the level crossing a little to the N. of the Quellyn Lake Station and follow the well-marked Snowdon track through the (5 min.) farm-yard. After passing through a (20 min.) gate we diverge to the left from the Snowdon track and ascend across the grassy slope, soon reaching the lower of the above-mentioned gates. The ascent to the top of the pass from this side takes about ¾ hr.]

The easy ascent of *Moel Eilio* (2382 ft.; *View), which rises to the S. of Llanberis, is worth making if time permit.

From Llanberis to Bethesda, 8 M. This mountain-walk is the shortest route from Llanberis to Nant Ffrancon and Bangor. We pass over the bridge between the lakes and then ascend to the left. Farther on we cross a dreary moor, with a reservoir in the middle, pass a little to the left of the small hills *Drysgol Fawr* and *Moel-y-Ci*, and then descend by *St. Anne's Chapel* to *Bethesda* (p. 309). The route, however, is intricate and requires the aid of a good map or guide. — With this walk may be combined (comp. Map) the ascent of the *Elidyr Fawr* (3029 ft.; 2½ hrs. from Llanberis), which commands a good mountain-panorama, with Anglesey and the Menai Straits.

From Llanberis to Bettws-y-Coed. The coach runs along the W. side of *Llyn Peris*, across which appear the tiers of the *Dinorwic Slate Quarries*, descends to (2 M.) *Old Llanberis* (Vaenol Arms), and enters the **Pass of Llanberis**, the wildest valley in N. Wales. The road now ascends pretty steeply, between the towering precipices of Snowdon on the right and Y Garn and the Glyders on the left. The top of Snowdon is nowhere visible from the pass.

A fine mountain-route (3-4 hrs.) leads from Old Llanberis across the range separating the Pass of Llanberis from Nant Ffrancon. We turn to the left a few yards beyond the *Church*, which possesses an interesting roof of the 15th cent., and follow a path up the hill. From the highest cottage we ascend steeply to the right of a wall, and when the wall turns we keep to the right by a streamlet. The path soon ends, but our route leads to the E., across the ridge to the S. of the summit of *Y Garn* (3104 ft.). Fine view of Snowdon to the right. Beyond the ridge we descend to *Llyn y-Cwn* ('Lake of Dogs') and the head of the *Twll Du* or *Devil's Kitchen* (p. 332), where we obtain a splendid *View. From Llyn-y-Cwn it is a climb of about ¾ hr. (3 hrs. from Old Llanberis) to the top of *Y Glyder Fawr* (3279 ft.; *View of Snowdon and the Pass of Llanberis). To reach *Llyn Ogwen* (p. 332) we descend to the right of the Devil's Kitchen (caution necessary in misty weather) to *Llyn Idwal*.

As we ascend the valley rapidly grows narrower and wilder. Good retrospect of the Llanberis lakes and Dolbadarn Castle. To the right is the huge hollow of **Cwm Glas*, high up between the towering cliffs of Crib Goch and Crib-y-Ddysgyl. Numerous traces of glacial action are visible on the rocks. About 1½ M. from Old Llanberis we pass a small foot-bridge on the right, and soon after (¼ M.) reach several huge fallen boulders (on the left), one of which is erroneously named the *Cromlech*. We then cross the *Pont-y-Cromlech*, and ascend to (1½ M.) *Corphwysfa* or *Pen-y-Pass*

(1169 ft.; Hotel), the head of the pass, commanding a fine view in both directions (ascent of Snowdon from this point, see p. 343). About 1/2 M. beyond the inn the road turns sharply to the left, and we have a charming view down Nant Gwynant (p. 340) to the right, with Cynicht in the background. Moel Siabod (p. 331), not seen to advantage from this side, is prominent in front. At (1/2 M.) ***Pen-y-Gwryd Inn** ('Pen-y-Goorid'; 900 ft.), patronized by anglers and by tourists making the ascent of Snowdon from this side (comp. p. 343), the road through Nant Gwynant to Beddgelert diverges to the right (see p. 340).

The ascent of *Moel Siabod* (p. 331) from Pen-y-Gwryd takes about 2 hrs. (descent to Dolwyddelan, see p. 333, in 1-1 1/2 hr.). The shortest ascent of *Y Glyder Fawr* (p. 337; 1 1/2-2 hrs.) is also made from Pen-y-Gwyrd or Corphwysfa. The route, which can scarcely be missed, leads straight up the ridge extending from Corphwysfa (see Map).

Beyond Pen-y-Gwryd the road descends the somewhat uninteresting *Nant-y-Gwryd*, with a view of the Capel Curig lakes in the distance, to (4 M.) **Capel Curig** ('Kappel Kerrig'; **Royal*, R. 4*s.*, D. 4*s.* 6*d.*; **Bryntyrch*, R. from 3*s.*, plain; *Cobden's*, at Tan-y-Bwlch, see p. 331), situated amid some of the finest scenery of N. Wales, and much frequented by mountaineers. It commands admirable views of Snowdon. Visitors to Capel Curig may fish in the *Llynau Mymbyr*, two small lakes adjoining the village. The new church contains some fine mosaics, designed by Clayton and Bell and executed by Salviati.

Among the ascents most frequently made from Capel Curig, after Snowdon (see p. 343), are those of *Moel Siabod* (p. 331; 1 1/2 hr.), *Carnedd Dafydd* (p. 310; 2 1/2-3 hrs.), *Carnedd Llewelyn* (p. 310; 2 1/2-3 hrs.), *Pen Llithrig* (2623 ft.; 1 1/4 hr.), and *Creigiau Gleision* (1 1/4 hr.), between Llyns Cwlyd and Crafnant. A pleasant walk may be taken to Trefriw (p. 329), either viâ (2 1/2 M.) *Llyn Cwlyd* (9 M.; 3 1/2-4 1/2 hrs.), or by *Llyn Crafnant* (6 3/4 M.; 2 1/2-3 hrs.), or by *Llyn Geirionydd* (7 1/2 M.; 3-4 hrs.).

From Capel Curig to (5 1/2 M.) *Bettws-y-Coed*, see pp. 331, 330.

f. From Carnarvon to the Snowdon Ranger, Rhyd-Ddu, and Beddgelert.

Railway to (13 M.) *Snowdon Station* in 1-1 1/4 hr. (fares 2*s.* 2*d.*, 1*s.* 0 1/2*d.*), and thence Omnibus (twice daily) to (3 1/4 M.) *Beddgelert* in 3/4 hr. (fare 1*s.*). From Carnarvon we may reach (13 M.) Beddgelert in 2 1/4 hrs. viâ the (8 M.) Snowdon Ranger also by the coach making the circuit of Snowdon (see p. 313).

The coach-road, leaving Carnarvon by Tithebarn St, passes *Llanbeblig Church* (p. 314), crosses the *Seiont*, and then ascends to (1 M.) Waenfawr Station (p. 339), with a view of the Rivals on the right. Thence it runs parallel with the narrow-gauge railway, commanding the same views (see below).

From Carnarvon to (3 1/4 M.) *Dinas*, see p. 314. We here leave the L. & N. W. Railway and proceed by the North Wales Narrow Gauge Railway, which diverges to the left. The line at once begins to ascend, commanding a view to the right of the Rivals (p. 314) and the Menai Straits. From (5 1/2 M.) *Tryfan Junction* a short branch

on the right leads to (2¼ M.) *Bryngwyn*, on the slope of *Moel-y-Tryfan* (fine view). The train now follows the valley of the *Gwrfai* to (7 M.) *Waenfawr* and (8 M.) *Bettws Garmon*. The latter is the station for the picturesque *Nant Mill*, of which we have a view to the left a little farther on. To the left is *Moel Eilio*, and to the right, in front, is *Mynydd Mawr* (2293 ft.), with the precipitous *Craig Cwm Bychan*, at the foot of *Llyn Quellyn*. The train now skirts the N. side of the lake, which is about 1 M. long, while in front we see the summit of Snowdon ('Y Wyddfa'), with the lower peak of *Yr Aran* (2451 ft.) to the right.

11 M. *Quellyn Lake Station* (*Snowdon Ranger Hotel, unpretending), on the N. side of Llyn Quellyn, is frequented by anglers (trout and char). This is the starting-point of the 'Snowdon Ranger' ascent of Snowdon (p. 344). The top of *Mynydd Mawr* (see above), on the other side of the lake, commands a good view. From Quellyn Lake to (4 M.) *Llanberis*, see p. 337.

The train next crosses a ravine, with a waterfall to the left, and ascends steadily. Fine views. Moel Hebog (p. 341) rises in front.

13 M. **Snowdon Station** (*Quellyn Arms*, a rustic inn), the terminus of the railway, at the village of *Rhyd-Ddu* (pron. 'Ruddthy') is finely situated at the foot of Snowdon, which here presents a very imposing appearance. Rhyd-Ddu is only 3½ M. from the summit (ascent, see p. 344). A road beginning opposite the inn ascends past *Llyn-y-Dywarchen* to *Bwlch-y-Felin* (750 ft.) and then descends between Mynydd Mawr and Y Garn to (6 M.) *Nantlle* (p. 314).

Snowdon Station is 3¼ M. from Beddgelert (omn., see p. 338). The road runs near the E. bank of *Llyn-y-Gader*, and reaches the highest point of the route (660 ft.) near (1 M. from the station) *Pitt's Head*, a rock on the right, supposed to resemble that statesman. We descend by the glen of the *Colwyn*, passing another rock inscribed *Llam Trwsgyll*, commemorating the step ('llam') made by the giant Trwsgyll from this point to the other side of the stream.

3¼ M. **Beddgelert.** — *Royal Goat Hotel, a few hundred yards from the village, on the road to Port Madoc, R. from 3*s.* 6*d.*, D. 4*s.* 6*d.*; *Saracen's Head, R. 3*s.*, D. 3*s.* 6*d.*, *Prince Llewelyn, unpretending, both in the village. — *Lodgings.*

Coaches run from Beddgelert to *Port Madoc* (8 M.; fare 2*s.*); to *Penrhyndeudraeth* (9 M.; 2*s.*); to *Pen-y-Gwryd* (8 M.; 2*s.* 6*d.*) and *Llanberis* (14½ M.; 5*s.*); and to *Pen-y-Gwryd*, *Capel Curig* (12 M.; 4*s.*), and *Bettws-y-Coed* (17½ M.; 5*s.*, return 7*s.* 6*d.*).

Fishing may be obtained in the *Colwyn*, the *Glaslyn*, and numerous lakes and tarns (particulars at the hotels).

Beddgelert (130 ft.), the 'gem of Welsh villages', is charmingly situated at the junction of the *Colwyn* and *Glaslyn*, near the S. base of Snowdon, and is in every respect one of the best centres for tourists in N. Wales. It is much less shut in than Bettws-y-Coed, and is surrounded by mountains instead of hills; its environs are not marred by slate-quarries like those of Llanberis; while its romantic situation has more individuality than that of Dolgelley. It derives

its name, meaning 'Grave of Gelert', from the touching legend of Llewelyn's hound, of which this is said to have been the scene. The grave is marked by a few rude stones in a small shaded enclosure in the second field to the S. of the village.

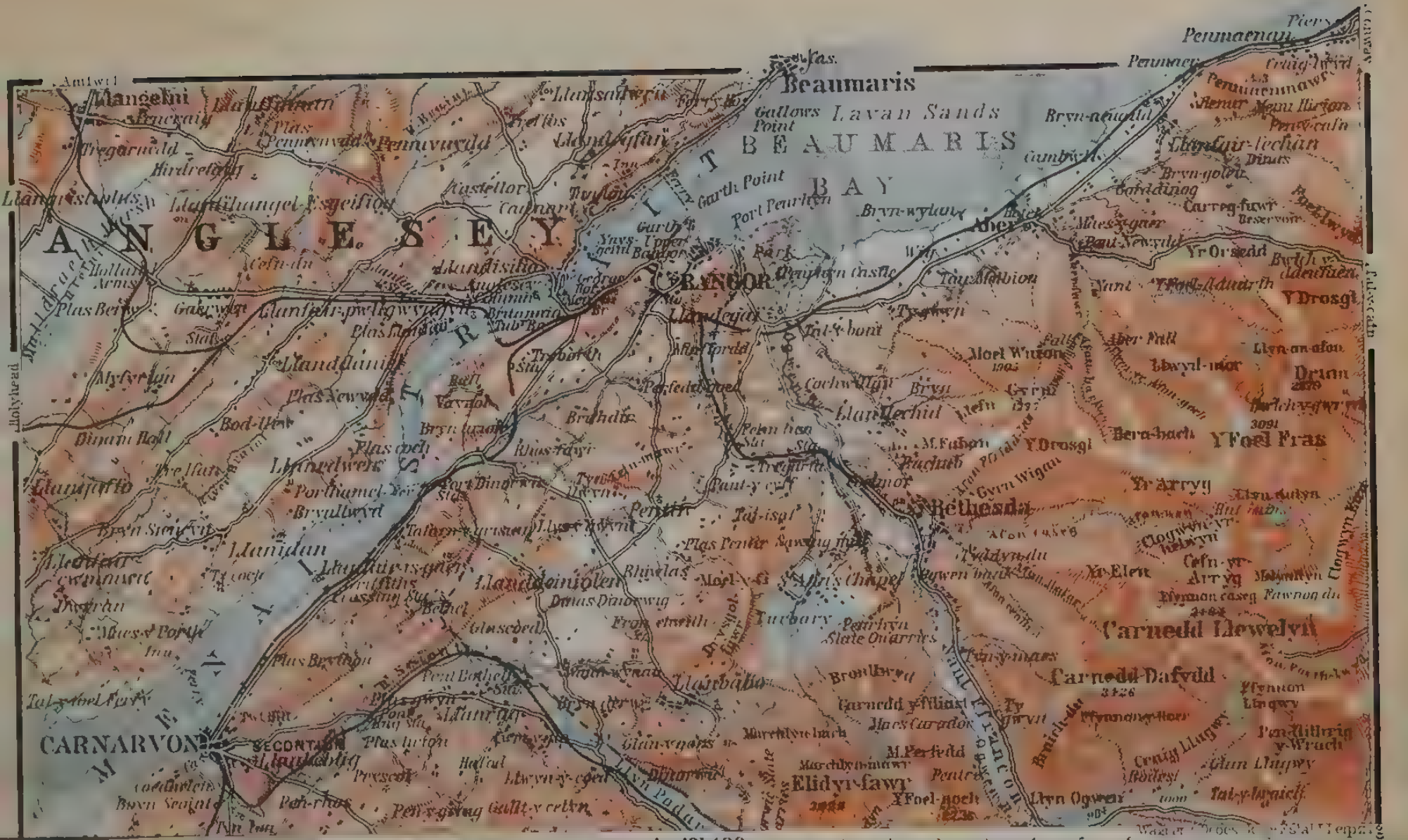
Wales, however, does not monopolize this pathetic story any more than Switzerland does that of William Tell; and similar legends have been current in Ireland, France, India, and Persia. Beddgelert is the principal scene of Southey's 'Madoc'.

About 1½ M. to the S. of the village, on the road to Port Madoc (see below), is the highly romantic ***Pass of Aberglaslyn**, enclosed by sheer walls of rock 800 ft. high, which barely leave room for the road and the little river *Glaslyn*, here crossed by the *Pont Aberglaslyn*. The richly-tinted rocks, the fine sky-line of the cliffs, the clear sea-green colour and picturesque brokenness of the river, the grouping of the trees, and the romantic ivy-draped bridge combine to make this one of the loveliest scenes in Wales. The best point of view is a little beyond the bridge. We may return to Beddgelert by the footpath on the E. side of the Glaslyn (rough, and very wet after rain), or along the top of the ridge, the *Craig-y-Llan*, on the same side of the stream.

From Beddgelert to Bettws-y-Coed, 17½ M., coaches, see p. 339. This fine drive, through the picturesque ***Nant Gwynant**, completes the circuit of Snowdon, joining the Llanberis and Bettws road at (8 M.) Pen-y-Gwryd (p. 338). The road runs towards the N.E., at the foot of *Yr Aran* (p. 344), passing (2 M.) the pretty little *Llyn-y-Dinas*. About 1 M. farther on we have a view to the left, up *Cwm-y-Llan*, of the summit of Snowdon (ascent from this point, see p. 344); to the right, in front, is Moel Siabod (p. 331) We then pass (1 M.) *Llyn Gwynant* and ascend steeply, following the Gwynant, to (4 M.) *Pen-y-Gwryd* (p. 338). In front are the *Glyders* (p. 332). Hence to (9½ M.) *Bettws-y-Coed*, see p. 338.

From Beddgelert to Port Madoc, 8 M., coach, see p. 339. This road passes through (1½ M.) the beautiful **Pass of Aberglaslyn* (see above) and descends the expanding valley of the Glaslyn, skirting the slopes of *Moel-Ddu*. To the left rise the strikingly formed *Cynicht* (p. 341) and *Moelwyn* (p. 341). A fine retrospect of Snowdon also gradually opens out. Pedestrians may save about 1 M. by diverging to the left at (4½ M.) the *Glaslyn Inn* and following the tramway across the marsh. The road trends to the right and soon passes under a fine range of ivy-clad crags. In front rises *Moel-y-Gest* (p. 316). 7 M. *Tremadoc* (p. 316). 8 M. *Port Madoc*, see p. 315.

From Beddgelert to Ffestiniog. The new road (16 M.) crosses the Pont Aberglaslyn (see above), turns to the right, and leads to the S. to (9 M.) *Penrhyndeudraeth* (p. 316). Here we turn to the left and ascend the valley of the *Dwyryd*, passing the (4 M.) *Tan-y-Bwlch Hotel* or *Oakeley Arms* (p. 333). — The old road (13 M.), shorter and more picturesque than the new one, but very rough for carriages, diverges to the left about ½ M. beyond the *Brondanw Arms Inn*, at the old toll-house of *Pen-y-Gyffniau*. It leads over the *Bwlch-y-Maen Pass*, and descends, passing below the Toy Railway, to Tan-y-Bwlch. — The best route for walkers (11 M.) is the mountain-path, which branches to the left from the road, just beyond a small stream, ¼ M. past the Pont Aberglaslyn. We cross (1¼ M.) the small vale of *Nant-y-Mor* and (½ M.) the *Cwm Croesor* (slate-tramway). The track then runs along the W. slopes of the Moelwyns to (2½ M.) Tan-y-Bwlch. — The ascent of


Beaumaris
Lavan Sands
BEAUMARIS BAY
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Llandegai
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Llanddaniel
Llanedwen
Llanfaelog
Llanidan
Llandaniolen
Llanddeiniolen
Llanrug
Llanberis
Llanllechid
Bethesda
Carnedd Llewelyn
Carnedd Dafydd
Elidyr-fawr
CARNARVON
Llandegfan
Llansadwrn
Llanfair-is-gaer
Llanfihangel-ys-geifion
Llandysilio
Llanfaelog
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Llanidan
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Llanberis
Llanllechid
Llanfair-pwllgwyngyll
Llandegai
Llansadwrn
Llanfair-is-gaer
Llanfihangel-ys-geifion
Penmaenmawr
Llandegai
Bangor
Beaumaris
Carnarvon
Bethesda
Llanberis
Carnedd Llewelyn
Carnedd Dafydd
Elidyr-fawr
Y Foel Fras
Y Drosgl
Drum
Penmaenmawr
Llandegai
Bangor
Beaumaris
Carnarvon
Bethesda
Llanberis
Carnedd Llewelyn
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Elidyr-fawr
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either Cynicht or Moelwyn may be combined with this route. The top of the fine conical *Cynicht (2265 ft.; pron. 'Cunnicht' or 'Cnicht'), which has been called the Welsh Matterhorn, is reached, by ascending the ridge on the hither side of Cwm Croesor (p. 340), in about 2½ hrs. after leaving Beddgelert. To reach the top of Moelwyn (2529 ft.; p. 334) we cross the Cwm Croesor and ascend to the left. Robust walkers may ascend both summits (from Cynicht to Moelwyn 1 hr.) and descend to Ffestiniog (Tan-y-Grisiau or Tan-y-Bwlch, see p. 333) in about 7 hrs. — *Ffestiniog*, see p. 333.

Ascent of Moel Hebog, 1½-2 hrs. We may ascend by a path to the N. of the Goat Hotel, passing a small farm, and turning to the right be yond a gap in a wall; or we may follow the Carnarvon road for a short distance, cross the Colwyn by a small bridge, bend to the right, and ascend by the more northerly of the two spurs. The last part of the former route is rather steep. The top of Moel Hebog (2566 ft.) affords a charming bird's-eye view of Beddgelert, and the panorama includes Snowdon, the Glyders, Moel Siabod, Cader Idris, the Rivals, and Cardigan Bay.

Among other peaks which may be ascended from Beddgelert are those of *Yr Aran* (2151 ft.), the S. spur of Snowdon; *Mynydd Mawr* (2293 ft.; p. 339); and *Y Garnedd Goch* (2800 ft.).

Ascent of Snowdon, see p. 343.

g. Snowdon.

Snowdon (3560 ft.), Welsh *Eryri*, the highest mountain in England or Wales, but 846 ft. lower than Ben Nevis in Scotland (p. 561), deserves its rank as monarch of Welsh mountains as much for the grandeur of its form as for its height. It consists of a group of five distinct peaks: *Y Wyddfa* ('the conspicuous'), the central and highest; *Crib Goch* ('red peak') and *Crib-y-Ddysgyl* ('Thusgil') on the N; *Lliwedd* ('triple-crested') to the S.E.; and *Yr Aran* to the S. The best view of the entire group is that from Capel Curig (p. 338), and the summit is, perhaps, best seen from the road near Port Madoc (see p. 340) or from the Tracth Mawr embankment (p. 316). The view from the Nantlle valley (p. 315) also is celebrated. Notwithstanding its name Snowdon is 800 ft. below the snow-line, and its summit is generally free from snow from April to the end of October. Snowdon, like nearly all the mountains of North Wales, belongs to the Cambrian and Silurian systems, and consists mainly of slate, grit, and porphyry, surmounted by felspathic lava.

Mountain Tramroad from Llanberis to the summit, see p. 336.

The five recognized pedestrian ascents of Snowdon are those from *Llanberis* (p. 336), *Capel Curig* (*Pen-y-Gwryd* or *Corphwysfa*; p. 338), *Beddgelert* (*Rhyd-Ddu*; p. 339), the *Snowdon Ranger* (*Lake Quellyn*; p. 339), and *Nant Gwynant* (p. 340). None of these is attended with danger, if reasonable caution be observed; and travellers who have had any experience in mountaineering may dispense with guides in clear weather. The Llanberis track is particularly distinct and easy, while it is also the least interesting. Those who wish to see the mountain to greatest advantage are recommended to ascend from Capel Curig, the finest and steepest route, and descend to Beddgelert (or *vice versâ*). Travellers who begin and end their excursion at Llanberis should descend to *Pen-y-Pass*, and return through the fine Pass of Llanberis. Experts will find abundant opportunity of testing their skill and nerve, especially among the crags and precipices of Crib Goch and Cwm Glas (p. 337); but great caution is necessary when off the beaten track, and it should not be forgotten that Snowdon has a

long list of victims. — During the season the summit of Snowdon is usually crowded on the arrival of the midday tramway-cars from Llanberis.

At the top of Snowdon are the so-called *Snowdon Summit Hotels*, consisting of two small temporary erections, rebuilt by the Mountain Tramroad Co., pending the construction of a new hotel a little lower down, for which, however, a licence has been in the meantime refused by the Port Madoc magistrates. Refreshments of all kinds may be obtained at reasonable prices; supper, bed, and breakfast cost 10*s*.

Guides. The charges for guides are as given below, and travellers should not encourage their habit of asking for an additional douceur, unless they have had unusual trouble. The guides should carry light wraps, etc. Solitary travellers will generally find a companion at the hotels.

The **View from the top of Snowdon, though scarcely so wild and grand as some of the mountain-panoramas in Scotland (*e.g.* the mountains of Skye, p. 558), is very extensive and varied, including the greater part of North Wales, a wide expanse of sea, and upwards of twenty lakes and tarns. The view at sunrise or sunset is particularly fine (night-quarters, see above); but the summit is often swathed in mist for days at a time. The mist, however, is not always an unmixed evil, as some of the finest effects are produced by its surging or dispersal.

View. One of the most striking features is formed by the subsidiary ridges and huge hollows of Snowdon itself, which fill up the immediate foreground: to the N. and N.E. *Crib Goch* and *Crib-y-Ddysgyl*, with the deep depression of *Cwm Glas;* to the S.E. and S. *Lliwedd* (with a memorial cross to a tourist killed in 1888) and *Yr Aran*, with the *Cwm-y-Llan* between them; to the W. and N.W. the less sharply-defined ridges of *Llechog* and *Clogwyn-du'r-Arddu*. To the N., beyond Crib Goch, the view extends to the *Sea*, *Anglesey*, the *Menai Straits* and *Bridges*, and, in the background, the *Isle of Man*. The lower end of *Llyn Padarn* at Llanberis is seen a little to the left of N., and to the right of it rises the pointed *Elidyr Fawr*, next to which come the lofty *Carnedd Dafydd* and *Carnedd Llewelyn*. To the right of the latter, and somewhat nearer, are the *Glyders*, just behind which is the pyramidal *Tryfan*. To the N.E. stretch the *Clwydian Hills*, and due E. is *Moel Siabod*, with the *Capel Curig* lakes to the left of it. In the foreground are *Glaslyn* and *Llyn Llydaw*, with the green *Nant Gwynant* behind the latter. To the right of Siabod, in the background, are the *Berwyns*, and still farther to the right (S.E.) are the distant summits of the *Arenigs* and the *Arans*. Almost in the same direction, but much nearer, rise *Moelwyn* and the finely-shaped *Cynicht*. Almost due S. rises *Cader Idris*, with a bit of *Plinlimmon* behind it. To the right is *Cardigan Bay*, seen in its full extent from *St. David's Head* on the S. to the *Lleyn Promontory* on the N. To the S.W. rises *Moel Hebog*, to the right of which, and farther off, are the sharp peaks of the *Rivals*. The chief sheets of water visible to the S.W. and W. are the *Nantlle Lakes*, *Llyn-y-Gader*, and *Llyn Quellyn*. To the N. (right) of the last rises *Moel Eilio*, beyond which the eye regains its starting-point. In clear weather the *Wicklow Mts.* (70 M. distant) are visible to the W. and the *Cumbrian Mts.* to the N.E.; and it is said that even a part of Scotland may sometimes be distinguished. Comp. the Panorama.

Ascent of Snowdon from Llanberis (5 M., in $1^3/_4$-$3^1/_2$ hrs.; guide 5*s*.; with descent to Beddgelert, Snowdon Ranger, or Capel Curig 10*s*.; pony 5*s*.). There is a distinct and easy bridle-path all the way to the top. Most walkers will easily outstrip the slow-moving ponies.

We leave the highroad by the lane opposite the Victoria Hotel (comp. p. 336), which ascends through wood to the left of the stream and the

S.
Moelfre
Rhobell
Cader Idris
N.W.
N.
Elldyr-
fach
Y Foel Goch
Anglesey
Idwn
Padarn

Ceunant Mawr (p. 336). Soon after quitting the wood the path turns sharply to the left and ascends the ridge. The route beyond this can hardly be mistaken. On the other side of the valley we see the path leading to the Snowdon Ranger (see p. 337). In front the summit is seen towering to the right of Crib-y-Ddysgyl, while the retrospect includes the sea and the island of Anglesey. About 2¼ M. from Llanberis we cross the Mountain Tramroad (p. 336) and ¾ M. farther on, at a height of about 1750 ft., we reach a *Refreshment Hut*, near which is a station on the tramroad. About ½ M. farther on is a second *Refreshment Hut*, a few hundred yards to the right of which is the *Llyn-du'r-Arddu*. Beyond the hut the path turns to the left and becomes steeper (fine views). At a height of about 2520 ft. the path again crosses the tramroad. It then ascends to the right, and beyond a ruined hut and spring of fresh water it is joined on the right by the Snowdon Ranger track and on the left (80 yds. farther on) by the path from Pen-y-Gwryd (see below). A stiff climb of ¼ hr. more brings us to the summit. If strength permit, the traveller should diverge to the left before reaching the spring and ascend to the top of *Crib-y-Ddysgyl* (p. 341), for the sake of the fine *View into the abysses of *Cwm Glas* (p. 337). View from the summit, see p. 342.

ASCENT OF SNOWDON FROM CAPEL CURIG, 9 M., in 3½-4½ hrs. (from Pen-y-Gwryd or Pen-y-Pass 2-3 hrs.). Ponies may be obtained at Capel Curig (10*s.*) or at (4 M.) Pen-y-Gwryd (5*s.*), guides at Pen-y-Gwryd or Pen-y-Pass (5*s.*). Tourists may also drive from Capel Curig to (5 M.) *Corphwysfa* (*Pen-y-Pass;* 1169 ft.), where the actual ascent begins (see p. 337).

The track diverges to the left from the road a few yards on this side of the Pen-y-Pass Inn, and ascends gradually round an offshoot of Crib Goch. After about 1 M. we pass the tiny *Llyn Teyrn* on the left, with some deserted cottages, and ½ M. farther on reach *Llyn Llydaw* (1420 ft.), a fine sheet of water, upwards of 1 M. long, overhung by black and rugged cliffs. Our route crosses the lake by a stone causeway near its E. end and then runs to the left along the N. bank. In about 10 min. the track turns to the right and ascends through the *Cwm Dyli* (splendid view of Y Wyddfa in front) to the small tarn of **Glaslyn* (1975 ft.), lying at the foot of a precipice descending sheer from the summit of the mountain. From Glaslyn we ascend by a rough zigzag path, and after a stiff climb of ½-¾ hr. join the Llanberis route about ¼ hr. from the top (see above).

ASCENT OF SNOWDON FROM BEDDGELERT, 6½ M., in 3-4 hrs.; guide 7*s.* 6*d.*, pony 10*s.*; from SNOWDON STATION (*Rhyd-Ddu*), 3½ M., in 1½-2 hrs. (guide 5*s.*). These routes unite about ¾ M. from the highroad, and the best plan for visitors at Beddgelert is to drive to Snowdon Station (omn. twice daily) and begin the ascent there. The distant views of sea and mountain are very fine.

From *Beddgelert* (p. 339) we follow the Carnarvon road to a point a few yards short of (2¾ M.) *Pitt's Head* (p. 339), where we ascend to the right past a farm-house (*Fyridd-Uchaf*) and across a grassy slope with a hollow to the right. — From *Snowdon Station* (p. 339) we start from the road crossing the railway a little to the N. of the station, and follow a cart-track leading to a slate-quarry until it joins the (¾ M.) Beddgelert route, where we ascend to the left. — From the point of junction the path, which is rather ill-defined at places, bends slightly to the right, crosses some rough ground, and passes through a wall near a sheepfold. We then go straight across the field and soon pass a small cairn, marking the spot where a tourist died from exhaustion in the snow in 1859. Fine view of Lake Quellyn, Moel Hebog, Mynydd Mawr, the sea, Carnarvon, and Anglesey. A few yards farther on, the path leads through a wall, near a spring, bends round, and passes again through the wall. We are now on the shoulder of *Llechog*, from which we have a fine view

into *Cwm-y-Clogwyn* (to the left), with its four small tarns. The Nantlle lakes (p. 315) are in sight to the W., between Mynydd Mawr and Y Garn, while the summit of Snowdon rises beyond the cwm. The path along the shoulder is well marked (fine views). Farther on it bends to the left and ascends to the narrow ridge of *Bwlch-y-Maen*, from which the cliffs descend almost perpendicularly on either side; the fine hollow to the right is the *Cwm-y-Llan*. Persons subject to giddiness may find this part of the ascent a little trying, but the path is quite safe and is constantly traversed by ponies. A short but stiff climb now brings us to the top.

Ascent of Snowdon from Beddgelert viâ Nant Gwynant, 7 M., in 4 hrs.; guide 7*s.* 6*d.*, pony 7*s.* 6*d.* This interesting and picturesque route diverges to the left from the Bettws-y-Coed road (p. 340), just beyond (3 M.) Nant Gwynant Methodist Chapel. The final ascent is rough and steep, but practicable for ponies.

The route where it quits the main road is a cart-track to the quarries. Leaving the late Sir Edward Watkin's iron chalet on the left, we pass a cottage, and beyond a mineral tramway follow the stream up the ravine of *Cwm-y-Llan* (pretty waterfalls) to an abandoned copper-mine and (3/4 hr. from the chapel) the house of the manager of the slate-quarries. A few min. farther on a stone marks the spot whence Mr. Gladstone addressed a political mass-meeting in Sept., 1892. 'Sir Edward Watkin's New Path' begins at the slate-quarries and ascends on the W. side of Lliwedd to the *Bwlch-y-Saethau*, the depression between Lliwedd and the summit, with a fine view of the summit in front and of Yr Aran (see below) behind. A rough footpath diverging to the left from the pony-track, which now makes a wide curve to the right, is a short-cut for pedestrians. The steep final climb now begins. At about 5 min. below the summit we join the path from Llanberis (p. 342).

Ascent of Snowdon from the Snowdon Ranger (Quellyn Lake Station, see p. 339), 4 M., in 1 1/2-2 1/4 hrs.; guide 7*s.* 6*d.*, pony 7*s.* 6*d.*

From the Snowdon Ranger Inn to (20-25 min.) the point where the route to Llanberis diverges to the left, see p. 337. The Snowdon path leads straight on, and though it is sometimes indistinct, the general line towards the summit can scarcely be missed. By keeping well up the hill we avoid the marshy ground to the west. In about 1 hr. from the start we pass *Llyn Ffynnon-y-Gwas* on the right and begin the steep part of the ascent, which zigzags up the shoulder of *Clogwyn-du'r-Arddu*, with the hollow of *Cwm-y-Clogwyn* to the right. Farther up the path becomes very stony, and by diverging a few yards to the left we can look down upon the tiny *Llyn-du'r-Arddu* (p. 343). The views from the latter part of the route, which joins the Llanberis track 1/4 hr. from the summit, are very fine. Either this route or that from Snowdon Station is recommended as a descent for those who wish to reach Carnarvon.

Any of the above-described routes may be chosen for descending, and the directions given for the ascent will be found available for the descent. A good alternative descent to Beddgelert is the following. At the lower end of the Bwlch-y-Maen (see above), instead of turning to the right along the Llechog shoulder, we keep to the left in the direction of Yr Aran, the S. outpost of Snowdon. From the *Bwlch-Cwm-y-Llan* (1660 ft.) we ascend again to the summit of *Yr Aran* (2451 ft.). Thence we may descend to the S.W. by the ridge of *Y Craig Wen*, reaching the Carnarvon road a little to the N.W. of Beddgelert; or we may keep a little to the S.E. and descend above the left bank of the Ceunant stream to the road through Nant Gwynant (p. 340), which we reach 1 1/4 M. from Beddgelert (p. 339).

41. From Chester to Birkenhead and Liverpool.

16½ M. Railway (joint L. & N. W. and G. W. lines) in ¾-1 hr., including the steam ferry across the *Mersey* (fares 2*s.* 7*d.*, 1*s.* 8*d.*, 1*s.* 4*d.*). Liverpool may be reached from Chester also by the L. & N. W. R. viâ Runcorn (27 M. in ¾-1 hr.; fares 2*s.* 10*d.*, 1*s.* 8*d.*, 1*s.* 6*d.*), see p. 370.

The line traverses the *Wirral Peninsula* between the estuaries of the *Dee* and the *Mersey*, commanding fine views of the latter. From (8 M.) *Hooton* branch-lines diverge on the one side to *Parkgate* and *West Kirby* (Hydro Hotel), and on the other to *Helsby* (p. 298; or Warrington and Manchester). — 9½ M. *Bromborough*. A little to the N. is *Eastham Ferry* (Ferry Hotel), whence steamers ply on the Mersey to Liverpool. The works of the *Manchester Ship Canal* (p. 362), which enters the Mersey here, include three large locks, 600, 350, and 150 ft. long. The outer gates weigh nearly 300 tons apiece. — 11½ M. *Spital*, so named from an old hospital for lepers. To the right lies *Port Sunlight*, an attractive model village, built by Messrs. Lever for the work people in their soap factory. 13 M. *Bebington*, with a church of the time of Henry VIII. The suburbs of Liverpool now come into sight beyond the Mersey. 14 M. *Rock Ferry*, with frequent steamers to Liverpool, is the junction for the Mersey Tunnel Railway (p. 353). Farther on, the train enters the spacious *Joint Station* at Birkenhead.

15½ M. **Birkenhead** (*Queen's*, R. 3 *4s.*; *Woodside*, R. 3*s.* 6*d.*; *Refmt. Rooms*), a busy seaport of modern origin, with (1908) 149,692 inhab., on the left bank of the Mersey, which is here ¾ M. wide, practically forms an outlying part of Liverpool, and is connected with it by the Mersey Tunnel and several steam ferries. At the beginning of last century the site of Birkenhead was occupied by a hamlet with scarcely 100 inhab., which had sprung up round the old *Priory of Byrkehed*, founded in the 11th cent.; the ruined priory-church of *St. Mary*, built in 1150, stands near the river, in the graveyard of the modern church.

The Docks of Birkenhead (comp. Map, p. 353) cover an area of 165 acres, the largest being the *Great Float*, with a surface of 115 acres and a minimum depth of 23 ft. The two landing stages are 800 ft. and 350 ft. long respectively, the *Quays* have a joint length of over 9 M., and there are numerous large ship-building *Wharfs*. The celebrated *Alabama* was built here in 1862 by the *Messrs. Laird*, whose huge ship building establishment contributes largely to the importance of the town. *Woodside Lairage* is one of the largest abattoirs in the world. — Among the most prominent buildings are the *Town Hall*; the large *Market*; and *St Aidan's College*, in the suburb of *Claughton*, for Anglican students. In the middle of the town is *Hamilton Square*, surrounded with handsome buildings and adorned with a *Statue of John Laird*. On the N.W. side of the town (tramway) is Birkenhead Park (rail. stat., see p. 354), 120 acres in extent, laid out by Sir Joseph Paxton, the designer of the Crystal Palace at Sydenham, and adorned with several small lakes.

From Birkenhead to *New Brighton*, *Hoylake*, and *West Kirby*, see p. 353.

Through-passengers for Liverpool are carried by the train down to *Woodside Ferry*, whence a steamer conveys them across the Mersey to the *Landing Stage* (Pl. A, 3; p. 352) in Liverpool.

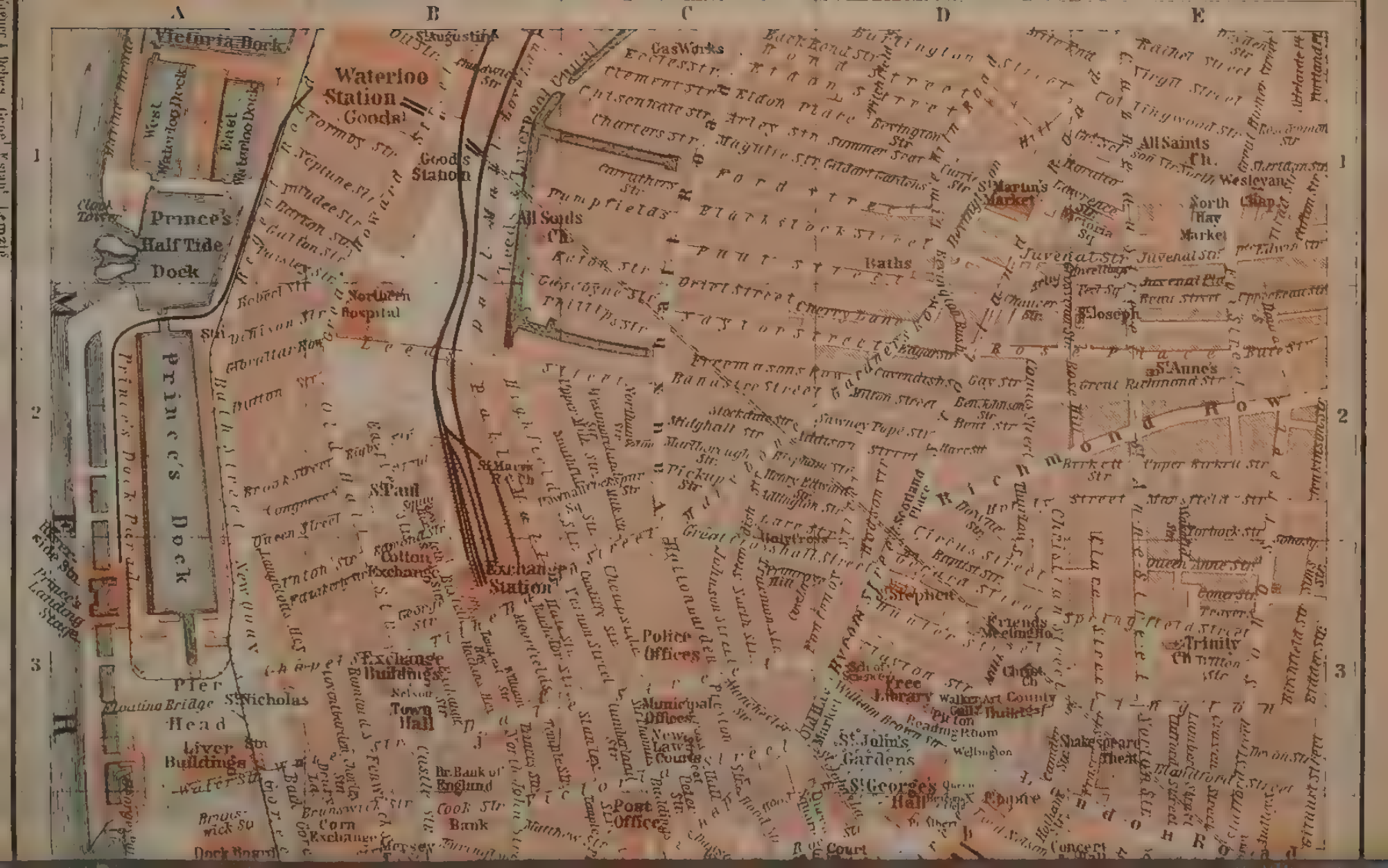
Liverpool. — Railway Stations. 1. *Lime Street Station* (Pl. D, 4), in the heart of the town, for the main L. & N. W. service to London, Manchester, Edinburgh, Glasgow, etc. — 2. *Exchange Station* (Pl. B, 3), a handsome building, for trains to Manchester, Lancashire, Yorkshire, and Scotland. — 3. *Central* or *Ranelagh Street Station* (Pl. D, 5), for the Cheshire Lines, G. N. R., Midland, and G. C. R. (to Sheffield, London, Manchester, Derbyshire, Lincoln, etc.). — 4. *Riverside Station*, alongside the Landing Stage (Pl. A, 3), a L. & N. W. R. station for Atlantic passengers only. — 5. *Woodside Station*, in Birkenhead (p. 345), for the G. W. and L. N. W. trains to Chester, Birmingham, Warwick, London, and Wales. — 6. *Central Station (Low Level)*, terminus of the *Mersey Tunnel Railway*, for local trains to Birkenhead, New Brighton, Hoylake, and West Kirby. — 7. *James Street Station* (Pl. B, 4), also on the Mersey Tunnel Railway. — *Cab* from the Lime St. or the Central Station to any of the undernoted hotels, 1*s*.

Hotels. *Adelphi (Pl. a; D, 4), at the head of Ranelagh St., near the Central Station, R. from 4*s*., D. 5*s*.; *North Western Hotel (Pl. b; D, 4), at the Lime St. Station, R. from 4*s*., D. 5*s*.; *Lancashire and Yorkshire Hotel, at the Exchange Station (Pl. B, 3); St. George (Pl. f; B, 3); Grand (Pl. c; D, 4), Imperial (Pl. d; D, 4), Lime St., opposite the station; Shaftesbury Temperance (Pl. e; D, 5), Mount Pleasant, R. from 3*s*., D. 3*s*.; Laurence's Temperance, 20 Clayton Sq. (Pl. C, 4), commercial, R. 3*s*. 3*d*., D. 3*s*.; Compton (Pl. g; C, 4), 39 Church St., R. from 4*s*., D. 3*s*. 6*d*.; Angel (Pl. j; B, 3), 22 Dale St., R. 4*s*. 6*d*.

Restaurants. **State*, Dale St., D. 3*s*. 6*d*.; *Bear's Paw*, 53 Lord St.; *Refreshment Rooms* at the Central, Lime St., and Exchange Stations, and at the Landing Stage (Pl. A, 3); also at the *North Western*, *Adelphi*, *Grand*, *Angel*, and other hotels (see above). — *Sainsbury's (Anderson's) Luncheon Rooms*, Exchange St. East, are crowded at midday by business men, and offer one of the characteristic sights of Liverpool. — **Tea Rooms.** *Kardomah*, 32 Church St. & 37 Castle St.; *Wood*, *Fuller*, *French Café*, *Yamen*, Nos. 8, 33, 63, 65 Bold St.; *King's*, Church St.; *Edinburgh*, Lord St.

Cabs. *Horse Cabs.* For any distance not exceeding 1 M., 1*s*.; for each additional 1/2 M. 6*d*. By time, 6*d*. per 1/4 hr. These fares include 200 lbs. of luggage on a four-wheeled cab, and 100 lbs. on a hansom. Between midnight and 6 a.m. a fare and a half. — *Taximeter Motor Cabs*. For the first half mile or less 6*d*., for each addit. 1/6 M. 2*d*.; waiting, for every 2 1/2 min. 2*d*.

Electric Tramways. From the Pier Head (Pl. A, 3). 1. To *Seaforth* (comp. Map, p. 353; 4 1/4 M.; fare 2*d*.) viâ Water St. (Pl. B, 3), Moorfields, Exchange Station (Pl. B, 3), and Pall Mall (Pl. B, 2, 1) 2. To *Litherland* (Bootle; see Map; 4 3/4 M.; 2*d*.) viâ Tithebarn St. (Pl. B, C, 3), *Exchange Station*, and Vauxhall Road (Pl. C, 2, 1). 3. To *Walton* (for *Stanley Park*; see Map; 3 M; 1*d*.) viâ Dale St. (Pl. B, C, 3) and Scotland Road (Pl. D, 2, E, 1). 4, 5, 6. To *Everton Church* (3 M.; 1*d*.), to *Cabbage Hall* (3 1/2 M.; 2*d*.), or to *West Derby* (4 3/4 M.; 2*d*.) viâ James St., Lord St. (Pl. B, C, 4), Church St., *Lime St. Station* (Pl. D, 4), and London Road (Pl. E, 4), beyond which the routes separate. 7, 8. To *Cabbage Hall* (3 1/2 M.; 2*d*.) or to *Green Lanes* (4 1/4 M.; 2*d*.) viâ Dale St., *St. George's Hall* (Pl. D, 3, 4), and Islington (Pl. E, 3), beyond which the routes separate. 9. To *Old Swan* (comp. Map; 3 2/3 M.; 2*d*.) viâ Dale St., *St. George's Hall*, and London Road. 10. To *Knotty Ash* (see Map; 5 M.; 2*d*.) viâ James St., Lord St., *Lime St. Station* (Pl. D, 4), and London Road. From Knotty Ash a branch of the South Lancashire Tramways goes on to (30 M.) *Bolton* (p. 362), viâ *Prescot*, *St. Helens*, *Ashton*, and *Leigh*. 11. To *Wavertree* and *Smithdown Road* (see Map; 5 M.; 2*d*.), 'belt route' viâ James St., Lord St., *Lime St. Station* (Pl D, 4), and Pembroke Place (Pl. E, 4), etc.; or viâ Water St., Castle St., Lord St., Ranelagh St., *Central Station* (Pl. D, 5), Renshaw St., and Myrtle St. (Pl. E, 6). 12, 13, 14. To *Smithdown Road* (comp. Map; 4 1/3 M.; 2*d*.) viâ Castle St., *Custom House* (Pl. B, 5), Park Lane (Pl. B, 5, 6), and Upper Parliament St. (Pl. D, E, 7); or viâ Water St., Dale St., *St. George's Hall* (Pl. D, 3, 4), and London Road; or viâ James St., Lord St., Ranelagh St., *Central Station* (Pl. D, 5), and Mount Pleasant (Pl. D, E, 5). 15. To *Croxteth Road* (for


A
B
C
D
E
1
2
3
Victoria Dock
Waterloo Station
Goods
Goods Station
West Waterloo Dock
East Waterloo Dock
Prince's Half Tide Dock
Prince's Dock
Prince's Dock Pier
Pier
Landing Stage
Northern Hospital
Gas Works
All Saints Ch.
Baths
Martin's Market
North Shop Market
All Saints Ch.
Wesleyan
St Joseph
St Anne's
St Paul
St Mark Ch
Cotton Exchange
Exchange Station
Police Offices
Exchange Buildings
St Nicholas
Town Hall
Liver Buildings
Municipal Offices
New Law Courts
Bank of England
Post Office
Corn Exchange
Dock Board
Stephen
Friends Meeting Ho.
Trinity Ch
Free Library
Walker Art Gallery
County Buildings
Reading Room
Wellington
St John's Gardens
St George's Hall
Shakespeare Theatre
Concert
Court
Head
Boating Bridge
Victoria Bridge
Clock Tower
Tramway Office
Tramway Office
Tramway Office

LIVERPOOL.
1 : 11,500
Wapping
Wapping Dock
Queen's Dock
Salthouse Dock
Albert Dock
Kings Dock
Queen's Branch Dock No 2
Queen's Branch Dock No 1
Coburg Dock
Wapping Goods Station
Central Station
St James Station
Lime Street
Bold Street
Duke Street
Baker Street
Hope Street
Mount Pleasant
Rodney Street
Gloucester Street
Queen Square
Parliament Street
Upper Parliament Street
Brownlow Hill
Great Charlotte Street
Great Crosshall Street
Great George Street
Great Nelson Street
Great Newton Street
Great Richmond Street
Great Russell Street
Great Shaw Street
Great Wellington Street
Great William Street
Great Windsor Street
Great Wood Street
Great Homer Street
Great Howard Street
Great Mersey Street
Great Orford Street
Great Oxford Street
Great Patrick Street
Great Peter Street
Great Portland Street
Great Prescot Street
Great Queen

Sefton Park, see Map; 3 M.; 2*d.*) viâ James St., Lord St., *Central Station* (Pl. D, 5), Renshaw St., and Myrtle St. (Pl. E, 6). 16. To *Dingle*, *Aigburth*, or *Garston* (comp. Map; 6¼ M.; 3*d.*) viâ James St., Lord St., *Central Station* (Pl. D, 5), Renshaw St., and Great George St. (Pl. C, 7). — From South Castle St. (Pl. B, 4). 17. *Outer Circular Route* (8¾ M.; 4*d.*) viâ Park Lane (Pl. B, 5, 6), St. James's Place, Upper Warwick St., Prince's Park, thence in a curve to the N.W. viâ Tunnel Road (Edgehill Station) and Shiel Road (Newsham Park), and back viâ Everton Valley, Scotland Road (Pl. D, 1, 2), Dale St. (Pl. B, C, 3), and Castle St. — From Old Haymarket (Pl. C, D, 3). 18. To *Seaforth* (4¾ M.; 2*d.*), 'belt route' viâ St. John's Lane, *Lime St. Station* (Pl. D, 4), London Road, Cazneau St. (Pl. E, 2, 1), and Scotland Road, etc., returning viâ Scotland Road, and Byrom St. (Pl. D, 3). 19. To *Aintree* and *Fazakerley* (see Map; 4 M.; 2*d.*) viâ Byrom St., Scotland Road, and Rice Lane. 20. To *Aigburth* (4¼ M.; 2*d.*) viâ Whitechapel (Pl. C, 4), Paradise St., and Park Lane (Pl. B, 5, 6). Nos. 19 and 20 together form a through-route. — From Walton (see Map). 21. To the *Dingle* (4¾ M.; 2*d.*) viâ Cazneau St. (Pl. E, 1, 2), St. Anne St., London Road, *Lime St. Station* (Pl. D, 4), Renshaw St., and Great George St (Pl. C, 7). 22. To *Prince's Park* (see Map) viâ Netherfield Road, Crown St., and Prince's Road.

Overhead Electric Railway, skirting the entire line of Docks (p. 352) and extending on the N. to *Seaforth Sands* (where it connects with the L. & Y. R.) and on the S. to the *Dingle* (fares 3*d.* and 2*d.*).

Steamers. A. River Steamers, starting from the S. end of the *Landing Stage* (Pl. A, 3), ply to *Birkenhead* (Woodside; every few min.; fare 1*d.*; between midnight and 3.30 a.m., 6*d.*), *Rock Ferry* (p. 345), *Egremont* (2*d.*), *Eastham* (p. 345; 4*d.*), *New Brighton* (p. 354; 3*d.*), *New Ferry* (2*d.*), *Seacombe* (p. 354; 1*d.*), and *Tranmere* (1*d.*). — B. Coasting Steamers ply to *Llandudno*, *Bangor*, and *Beaumaris*, daily in summer, in 4 hrs.; to *Mostyn* and to *Blackpool*, daily in summer; to *Penzance*, *Falmouth*, and *Plymouth*, at irregular intervals (fares 25*s.*, 15*s.*); to *Milford* and *Bristol* in 28 hrs. (12*s.* 6*d.*, 6*s.*); to the *Isle of Man*, see p. 364; to *Dublin* (7*s.*-13*s.* 6*d.*) and *Belfast* (12*s.* 6*d.*, 5*s.*); to *Londonderry*, thrice a week (20*s.*, 12*s.*); to *Cork*, thrice a week (17*s.* 6*d.*); to *Glasgow* several times a week in 20 hrs. (11*s.*, 5*s.* 6*d.*); and to various Continental ports. — The American Liners also start from the Landing Stage (Riverside Station, see p. 346). Other steamers leave Liverpool for almost every part of the globe.

Shipping and Forwarding Agents. *Pilt & Scott*, Corf's Buildings, Preeson's Row; *Wells*, *Fargo, & Co.*, *American Express Co.*, *J. Jackson & Sons*, 18, 10, and 9 James St.; *Staveley & Co.*, 24 Dale St.; *Pickford & Co.*, 2 India Buildings. See also p. 353. — **Steamer Chairs** may be obtained at *Bidston's*, Copperas Hill (opposite Adelphi Hotel) and 21 Lime St. (comp. p. xx).

Theatres. *Shakespeare* (Pl. E, 3), Fraser St., London Road; *Court* (Pl. D, 4), Queen Sq.; *Rotunda*, Scotland Road; *Parthenon* (Pl. D, 4), Great Charlotte St.; *Star* (Pl. C, 4), Williamson Square. — In Birkenhead: *Royal*, Argyle St.; *Hippodrome*, 186 Grange Road.

Music and Concert Halls. *Queen's Theatre* (Pl. C, 4), Paradise St., stalls 2*s.*; *Empire Theatre of Varieties*, Lime St.; *Olympia*, West Derby Road. — *Philharmonic Hall* (Pl. E, 6), Hope St., with room for 2500 persons. — *Hippodrome*, West Derby Road. — *Organ Recitals* in St. George's Hall (p. 349), on Thurs. at 3 p.m. and on Sat. at 3 and 8 p.m. (adm. 6*d.*; on Sat. evening 1*d.*).

Baths. *Corporation Baths* (6*d.*-1*s.*) in Cornwallis St., Lodge Lane, Margaret St., Lister Drive, and Steble St. *Turkish Baths*, Duke St., and Eberle St.

General Post Office (Pl. C, 4), Victoria St.

American Consul, *Horace Lee Washington*, 26 Chapel St.; vice-consul, *G. B. Stephenson*. — *American Drug Store*, Ranelagh Place.

Principal Attractions. The *Docks* (p. 352); *St. George's Hall* (p. 349); the *Exchange* and *Town Hall* (p. 350); *Custom House* (p. 350); *Walker Gallery* (p. 349); *Prince's*, *Sefton*, and *Calderstones Parks* (p. 351); a river-excursion to *Birkenhead* (p. 345) and *New Brighton* (p. 354), or upstream to *Eastham* (p. 345). — To gain some idea of the characteristic feature of the city the visitor is advised to ride from one end of the Docks to the other (8 M.) on the Overhead Railway (see above), which affords the best views.

Liverpool, the second city and principal seaport of England, is situated on a sloping site on the right bank of the estuary of the *Mersey*, about 3 M. from the open sea, and in 1908 the population was estimated at 753,203, including many Welsh and Irish. It is the seat of a bishopric, created in 1880. Opposite Liverpool the Mersey is about $^3/_4$ M. wide, but above the city it expands and forms a basin 3 M. across. Its mouth, which is strongly fortified, is partly closed by large sandbanks, leaving two channels, the Queen's and the Formby, for the entrance of vessels. The highest ground in the city is about 250 ft. above the sea. Owing mainly to its magnificent river and docks, Liverpool makes a more pleasing impression than Manchester and many other large towns. The group of buildings round St. George's Hall has few equals in the country.

History. The name of Liverpool is popularly derived from a mythical bird, the Liver, which was supposed to haunt the Mersey and is still made to figure in the city-arms; but Prof. Skeat connects it with 'liver', an alternative name for a kind of rush commonly called the yellow flag (comp. Livermere, in Suffolk). The name of the manor of *Liverpul* first occurs in a charter (1207) of King John, who built a castle (pulled down in 1731) and founded a town here. The growth of the town was at first slow. For the siege of Calais in 1338 it furnished but one small bark with six men, and even in the reign of Elizabeth (1565) it possessed only 12 ships and contained only 138 householders. From 1588 to 1592 the borough of Liverpool was represented in Parliament by Sir Francis Bacon. In the Civil War Liverpool sided with the Parliamentarians, and with the aid of hastily thrown-up fortifications held out against Prince Rupert in 1644 for three weeks. The beginning of its commercial importance may be dated from the Restoration, and the first dock was constructed in 1709. At this time the little town contained about 5000 inhab., a number that increased to 12,000 in 1730, to 26,000 in 1760, and to 77,700 in 1801, while in the nineteenth century its growth was extraordinarily rapid. In 1723 it already possessed a trading fleet of 131 vessels. The most lucrative occupation of the Liverpool shippers was long the nefarious traffic in negro slaves with the Spanish Main, in which it was the first English town to engage. With this was conjoined a smuggling trade in various English manufactures, and in the rum, sugar, and tobacco of the Spanish colonies. About 1840 regular steam-communication was opened between Liverpool and New York, and this may be said to have established the modern pre-eminence of Liverpool. The importation of raw cotton, grain, and breadstuffs from the United States forms the great staple of its commerce, while it also carries on a large trade with Ireland (cattle, butter, etc.), Canada (timber, bacon, butter, wheat), India, Africa, Australia, China, the West Indies, and South America. The exports consist chiefly of manufactured articles, including a large quantity of the cotton goods made in the Manchester district, but the coal and salt of Wales and Cheshire also figure largely. The total value of the exports is considerably greater than that of the exports of London, though in value of imports the metropolis heads the list. The registered tonnage of vessels belonging to Liverpool is larger than the registered tonnage of either London or Glasgow. The principal industries of Liverpool are grain-milling, sugar-refining, iron and steel-working, rope-making, and the manufacture of chemicals.

The distinguished natives of Liverpool include the *Right Hon. W. E. Gladstone* (1809-98; see p. 351), whose father, Sir John Gladstone, was a prominent Liverpool merchant; *Jeremiah Horrocks* (1619-41), the astronomer; *Mrs. Hemans* (1793-1835); *William Roscoe* (1753-1831); *Arthur Hugh Clough* (1819-61); and *William Stanley Jevons* (1835-82). *Nathaniel Hawthorne* was American consul at Liverpool from 1853 to 1857; his office was in Brunswick St. (Pl. B, 4). — Comp. 'A History of Liverpool', by *Ramsay Muir* (London; 1907).

Immediately opposite Lime Street Station stands ***St. George's Hall** (Pl. D, 3, 4), the finest architectural feature of Liverpool, erected in 1838-54, at a cost of 300,000*l.*, from the designs of *H. Elmes*. It is in the form of a Græco-Roman temple, nearly 500 ft. long and 170 ft. wide, and consists of a large central block with two wings. On the E. façade is a fine Corinthian colonnade with 16 columns, and at the S. end is a similar portico, the tympanum above which contains emblematical sculptures (commerce, art, etc.). The N. end is semicircular. The W. façade, with its pilasters and windows, is the least satisfactory of the four.

The **Great Hall*, 170 ft. long, 90 ft. wide, and 80 ft. high, is finely decorated and is used for public meetings, concerts, etc. The organ is one of the largest in the world (recitals, see p. 347). The hall contains several statues of local and other celebrities, and has a handsome mosaic pavement (boarded over). The arched roof is of stone. The wings to the N. and S. of the hall are occupied by the *Courts of Assize*. Over the N. vestibule is the *Small Concert Hall*, in elliptical form. The rest of the building is devoted to public offices.

Opposite the E. façade of St. George's Hall are statues of *Queen Victoria*, *Prince Albert* (both by Thornycroft), and the *Earl of Beaconsfield*. At the S.E. corner is a statue of *General Earle* (d. 1885). To the N.E. rises the *Wellington Monument*, a column 115 ft. high.

The public gardens behind St. George's Hall contain sculptures connected with the history of the city, including a statue of *Gladstone* (by Brock) and a military memorial by Goscombe John.

To the N. of St. George's Hall is an imposing group of buildings in the Grecian style (Pl. D, 3). The edifice to the right, with a Corinthian portico, is the *County Sessions House*. — This is adjoined by the **Walker Fine Art Gallery** (daily, 10 till dusk), erected in 1877 by Sir Andrew B. Walker (d. 1893).

Besides a good collection of modern paintings, including *Dante's Dream, by *Rossetti*, the gallery now also contains the *Roscoe Collection*, including early Italian, Flemish, and German paintings, and casts of the Ægina marbles and other Greek sculptures. Among the paintings in the Roscoe Collection the following may be mentioned: 22. *Filippino Lippi*. Birth of the Virgin; 8. *Simone Memmi*, Christ disputing with his parents; 51. *Lucas van Leyden* (?), Portrait in a landscape; 54. *Holbein* (more probably *School of J. Clouet*), Margaret of Valois; cartoons by *Romney* and *Gibson* (Falling Angels); a striking sketch by *Tintoretto*. The statue of Roscoe is by *Chantrey*. — Annual exhibitions of art are held here.

The circular building next the gallery is the **Picton Reading Room**, with a reference-library of 70,000 volumes. — To the left of the Picton Reading Room is the **Free Public Library and Museum**, erected in 1860 at the expense of Sir Wm. Brown.

It comprises a *Library* of 80,000 vols. (10-10; on Frid. 10-2), spacious *Reading Rooms*, and a *Museum* (Mon., Wed., Thurs., & Sat., 10 till dusk). The last includes a zoological collection presented by the late Earl of Derby, and Egyptian, Anglo-Saxon, and other antiquities given by Mr. Mayer.

At the corner of William Brown St. and Byrom St. are the *Schools of Science* (Pl. D, 3).

From the N.W. corner of the square Dale Street (Pl. B, C, 3), a well-built street with good shops and several important public buildings, leads to the S.W. towards the Docks. A little way down this street, on the left, are the **Municipal Offices** (Pl. C, 3), a huge

edifice in a mixed style, erected in 1860 at a cost of 100,000*l.*, with a tower 210 ft. high. Opposite is the *Central Police Court* (Pl. C, 3).

At the back of the Municipal Offices, facing Victoria St., are the *County Court*, *Stamp Office*, and *Inland Revenue Offices* (Pl. C, 3).

Farther on are the *Conservative Club* (left), the *Junior Reform Club* (left), and the *Reform Club* (right). At the end of the street, to the right, rises the ***Town Hall** (Pl. B, 3), the oldest public building in Liverpool, erected in 1754 by Wood, the architect of the terraces at Bath (p. 116). It is a rectangular structure in the Corinthian style, surmounted by a lofty dome. The portico was added about 1804. The building, which includes the official business and reception rooms of the Mayor, contains a statue of Canning by *Chantrey* and some portraits by *Lawrence*.

The Town Hall forms one side of a quadrangle, the other sides of which are occupied by the **Exchange** (Pl. B, 3), a large building in the French Renaissance style by *Wyatt*, erected in 1864-7 at a cost of (with site) 600,000*l.* The main front faces Tithebarn St.

The pediment in the centre of the N. side is adorned, on the face turned towards the quadrangle, with an allegorical group of sculpture; and on the parapet are statues of Columbus, Drake, Mercator, Raleigh, Cook, and Galileo. In the centre of the quadrangle is a bronze statue of Nelson. The fine *News Room* in the W. wing is 175 ft. long, 90 ft. wide, and 50 ft. high. — In Old Hall St., off Tithebarn St., is the *New Cotton Exchange* (Pl. B, 3), in a classical style. The busiest hours are 12-1 and 3-4.

A little to the N. of the Exchange, in Tithebarn St., is the *Exchange Station* (Pl. B, 3; p. 346). — From the Exchange *Chapel Street* leads to the Docks (p. 352), passing the church of **St. Nicholas** (Pl. A, 3), the patron saint of mariners. This church was the first founded in Liverpool, of which it was the original parish-church; the present building, however, dates only from the 18th cent., while the tower, with its lantern, was erected in 1815 on the fall of an older one.

From the town-hall *Water Street* (Pl. B, 3), containing the offices of the Cunard and several other steamboat-companies, leads S.W. to the Docks, while the busy Castle Street, the 'embodiment of Liverpool's character and the centre of its system', leads to the S.E., passing a memorial to *Queen Victoria* (Pl. B, 4) on the site of King John's castle (p. 348). The statue, by C. J. Allen, was unveiled in Sept. 1906. Castle St. ends in Canning Place, in which is the **Custom House** (Pl. B, 5; formerly the Revenue Buildings), a huge and heavy pile in the Ionic style, with a central dome, occupying the site of the first Liverpool dock. In front of the N. side is a *Statue of Huskisson* (1770-1830), the free-trader, member of parliament for Liverpool (see p. 355). — Opposite the E. end of the custom-house is the *Sailors' Home* (Pl. B, 5), in an Elizabethan style.

A little to the N. of the Sailors' Home, in School Lane, is **St. Peter's Church** (Pl. C, 4), at present the pro-cathedral of the diocese of Liverpool (services on Sun. at 3 p. m. and on week-days at 5 p. m.). — In Eliot Street, a little to the N.W. of the *Central Station* (Pl. D, 5; p. 346), is *St. John's Market* (Pl. C, D, 4), the chief provision-market of Liverpool, a huge covered structure 560 ft. long.

At the end of Hanover St., near the Sailors' Home (see above), begins *Duke Street* (Pl. C, 5), which we may now follow towards the

S.E. It was in this street (No. 118; tablet) that Mrs. Hemans (p. 348) was born; and Hawthorne's 'Mrs. Blodgett' lived at No. 153. *Kent Street*, the fifth cross-street to the right, leads to an open space containing *St. Michael's Church* (Pl. C, 6), with a good Grecian portico and the highest spire in Liverpool. Opposite Kent St. diverges *Colquitt Street*, in which stands the **Royal Institution** (Pl. C, D, 6), founded mainly through the exertions of *William Roscoe* (p. 348).

Colquitt Street ends at *Bold Street*, with many of the best shops. Here we may proceed to the left to Ranelagh Street and the Central Station (p. 346), passing at the foot of Bold Street, to the right, the *Lyceum* (Pl. C, 5), with a library of 70,000 vols. and a fine reading-room. If we turn to the right on reaching Bold St. we soon come to **St. Luke's Church** (Pl. D, 6), a handsome modern Gothic structure, built in 1811-31 and occupying a fine elevated site.

From this point *Renshaw St.* (Pl. D, 5) leads back to Lime St. (p. 349), passing the *Unitarian Chapel* in which *Roscoe* (p. 348) is interred and the *Wesleyan Central Hall* (1905). Leece St. ascends to Rodney Street (Pl. D, 5, 6), at No. 62 in which *W. E. Gladstone* (1809-98) was born; *Clough* (p. 348) was born at No. 9 (tablets). — Following Hope Street towards the S., we pass a handsome *Unitarian Church* (Pl. E, 6) and the end of Mount Street, in which stands the **Liverpool Institute** (Pl. D, 6), originally a Mechanics Institute, but now used as a high school. It is adjoined by the *Government School of Art*. — Hope St. ends at ***St. James's Cemetery** (Pl. D, 7), picturesquely laid out in an old quarry and containing the mausoleum of Huskisson (see p. 350), with a statue by Gibson.

In July, 1904, the foundation-stone of *Liverpool Cathedral* was laid on *St. James's Mount* (Pl. D, 7), 155 ft. above the Mersey. This building, designed by Mr. G. Gilbert Scott, will when complete excel every other English cathedral in length (584 ft.), area (90,000 sq. ft.), and height both of nave (116 ft.) and of towers (260 ft.). The Lady Chapel is expected to be opened in 1910, and the choir also is approaching completion.

The S. end of St. James's Cemetery is skirted by Upper Parliament Street, from which, opposite Catharine St. (Pl. E, 7), diverges *Prince's Road*, a boulevard containing the *Greek Church* (in a Byzantine style), the *Church of St. Margaret* (with an elaborately-decorated interior), a *Synagogue* (in a Moorish style), and the *Welsh Presbyterian Church* (Gothic). Prince's Road ends at (½ M.) *Prince's Park*, 40 acres in extent.

To the S.E. of Prince's Park is *Sefton Park (tramway No. 15, p. 346), with an area of 400 acres, purchased and laid out by the Corporation at a cost of 410,000*l.* The large *Conservatory* contains the finest collection of palms in the country (valued at 10,000*l.*). On the apex of the conservatory is a model of the ship in which Columbus first sailed to America. — The *Church of SS. Matthew and James*, on Mossley Hill, overlooking Sefton Park, is a handsome red building, with a fine tower. — About 1½ M. to the E. of Sefton Park, in Allerton, is *Calderstones Park*, with a small dolmen.

Starting again from Lime St. we may now follow the London Road towards the E., passing the (4 min.) *Statue of George III.* (Pl. E, 4). On reaching Moss Street we follow it to the left (N.) to *Shaw Street*, which is perhaps the most regularly-built street in Liverpool. Immediately to the right rises **Liverpool College** (comp. Map, p. 353), a large and handsome school for boys, in the Tudor

style, by Elmes (p. 349). In Salisbury St., to the S. of Shaw St., is the large Roman Catholic *Church of St. Francis Xavier.*

From Moss St. (see p. 351) Daulby Street and Pembroke Place, passing the *Royal Infirmary*, lead S. to *Ashton Street*, which contains the older buildings of **Liverpool University** (see Map).

Liverpool University College, opened in 1882 and constituted a college of Victoria University (p. 361) in 1884, was chartered as an independent University in 1903, with faculties of arts, science, medicine, law, and engineering. The main part of the Victoria Buildings (1892) of the university lie to the right, in Brownlow Hill, and consist of the Arts section, the Victoria Jubilee Tower, the library, and the engineering laboratories. The chemical laboratories (abutting on Brownlow St.; Pl. E, 5) are excellently fitted up. To the W. is the *Medical School*, with a chair of Tropical Medicine.

We next enter Mount Pleasant (Pl. E, 5). On the right we pass the large *Workhouse* (Pl. E, 5; with room for 4000 inmates) and on the left the *Medical Institution*, the *Convent of Notre Dame*, and the *Young Men's Christian Association.* The Roman Catholic *Church of St. Patrick*, Park Place, contains a large and fine altar-piece ('Crucifixion') by Nicaise de Keyser.

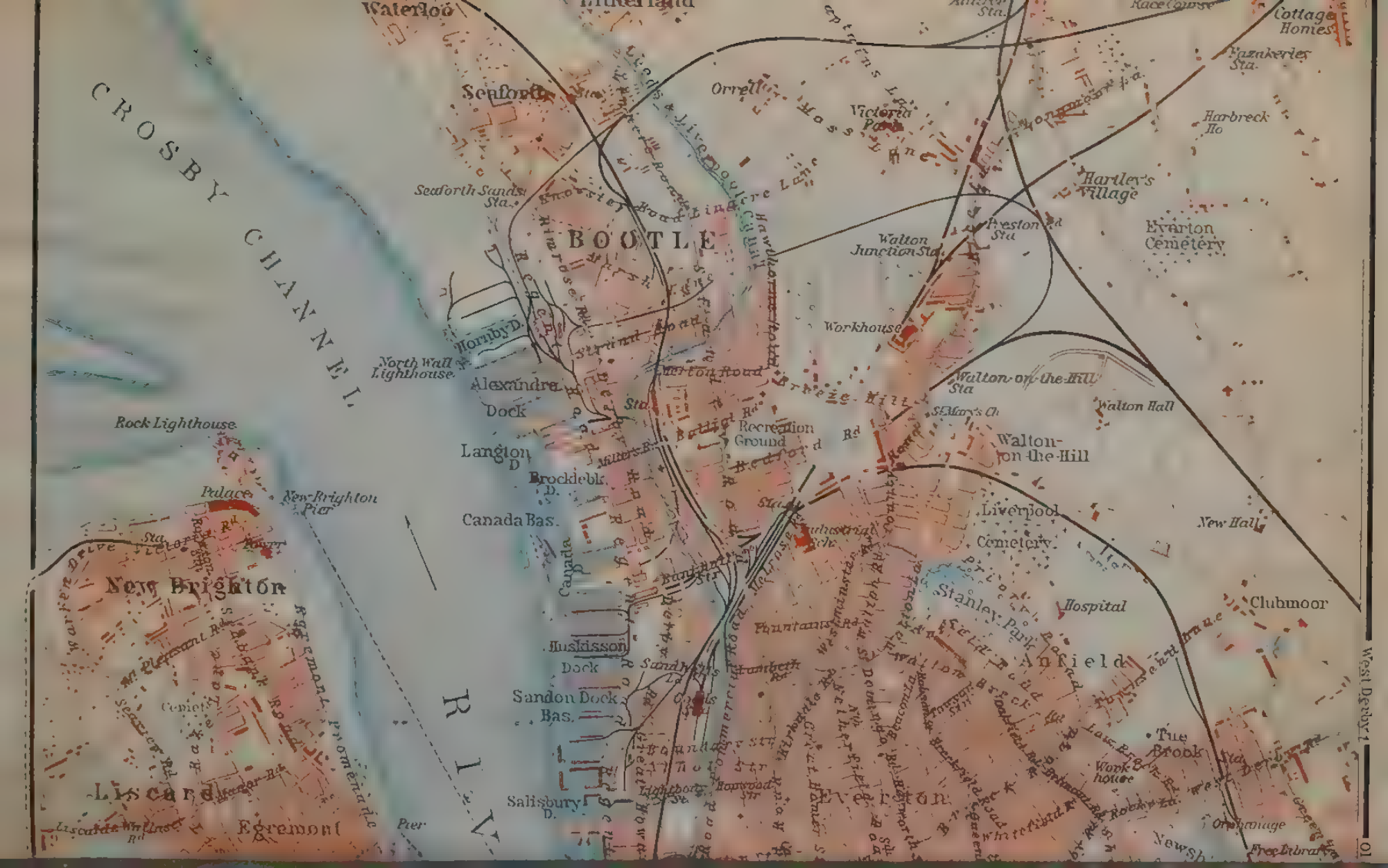
The *Botanic Gardens* are in *Wavertree Park* (see Map), ½ M. to the E. (tramway No. 11, p. 346). — To the N. extends the district of Everton, formerly a suburban village. It is largely inhabited by Welsh people. 'Everton Toffee' may still be purchased at one of the cottages near Everton Brow, where it was originally made.

To the N.E. of the city lies *Stanley Park* (see Map; tramway No. 3, p. 346), laid out by the Corporation at a cost of 150,000*l.*, and commanding fine views of the Welsh and the Cumbrian Mts. The *Gladstone Conservatory* here was erected in 1899 by Mr. Henry Yates Thompson. — To the E. is *Newsham Park* (see Map; tramways Nos. 6, 9, or 10; p. 346), with the *Carnegie Library* and the *Seamen's Orphanage.* Adjacent is the large *Cattle Market.* — The *Ancient Chapel of Toxteth Park*, on the S. side of the town, was the scene of the ministrations of Richard Mather, father of Increase Mather, and grandfather of Cotton Mather, of Massachusetts.

The most characteristic and interesting of the sights of Liverpool, however, consists in its ***Docks**, which flank the Mersey for a distance of 6-7 M. There are now in all 60 docks and basins, with a total water-area of 428 acres and 26 M. of quays. On the site of the old George's Dock, near the centre of the whole row of docks, rise the *Royal Liver Friendly Society's Buildings* (Pl. A, 3) and the **Dock Board Offices* (Pl. A, 4; completed in 1907).

The docks of Birkenhead (see p. 345) are under the same management (Mersey Docks and Harbour Board) and are reckoned as belonging to the harbour of Liverpool. The amount of rates and dues on ships and goods received in the year ending 1st July, 1908, was 2,130,299*l.*, paid in respect of 26,739 vessels, representing a registered tonnage (inward and outward) of 34,223,628 tons. The total revenue of the Board is, however, about 1,700,000*l.* per annum. — *Overhead Electric Railway* skirting the Docks, see p. 347.

To the N.E. of the new Dock Board Office is the principal ***Landing Stage** (Pl. A, 3; *Refmt. Rooms*) for steamers, consisting of a huge floating quay, 2463 ft. long, supported on about 200 iron pontoons and connected with the shore by eight bridges. Sea-going steamers start from the N. end of this quay, known as *Prince's*, while the river ferry-boats ply from *George's*, or the S. end. The open



Waterloo
Seaforth
Orrell
Victoria Park
Cottage Homes
Fazakerley Sta.
Harbreck Ho
Hartley's Village
Everton Cemetery
Seaforth Sands Sta.
BOOTLE
Walton Junction Sta.
Preston Rd Sta
Workhouse
Walton-on-the-Hill Sta
Walton Hall
St Mary's Ch
Walton-on-the-Hill
Recreation Ground
Hornby D.
North Wall Lighthouse
Alexandra Dock
Langton D
Brocklebk D.
Canada Bas.
Canada D
Rock Lighthouse
Palace
New Brighton Pier
New Brighton
Liscard
Egremont
Pier
Huskisson Dock
Sandon Dock Bas.
Salisbury D.
Liverpool Cemetery
New Hall
Stanley Park
Hospital
Clubmoor
Anfield
Tue Brook
Everton
Orphanage
Free Library
CROSBY CHANNEL
RIV
West Derby

Wagner & Debes

0 1 2 Kilom. 1 : 63.360 1 2 3 Statute Mile

Geogl Estabt Leipzig

space opposite the principal approach is known as the PIER HEAD (Pl. A, 3), and is a busy terminus of numerous electric tramways.

Cabin-passengers by the Transatlantic steamers generally land at the N. end of the Landing Stage. They may proceed to London, etc., direct from the Riverside Station (p. 346; corridor trains, with dining cars, etc.). Their baggage is conveyed by machinery to a Customs Examining Hall on shore, whence it is transferred to the train, cab, or omnibus. Agents of the principal railway-companies meet the steamers, and baggage may be 'checked' to any station on their systems at a charge of 2*s.* per package. Comp. p. 347 and p. xx.

The following are the principal docks, named from N. to S. The *Hornby Dock* was opened in 1884. Next to it is the *Alexandra Dock*, the largest of all, with a water-area of 44 acres. Some of the large Transatlantic 'liners' now dock here (apply to steward; fee), and it is also extensively used by grain-laden vessels. The ingenious arrangements for conveying the grain from the docks to the huge storehouses, 1/4 M. distant, by means of endless revolving belts in subways, are extremely interesting; as are also the similar contrivances for distributing the grain at the storehouses, which are on the 'silo' system. The visitor should apply for an order to see the warehouses at the office of the Liverpool Grain Storage & Transit Co., Fenwick St. (Pl. B, 3, 4). — The *Langton Dock* (21 acres) was constructed, like the Alexandra, to enable vessels of the largest size to enter without discharging cargo, as was formerly necessary at neap tides. The *Brocklebank Dock* is being enlarged. The *Canada* and *Huskisson Docks* (used by steamers of the White Star, Cunard, Leyland, and other great lines) and the *Sandon Half Tide Docks*, altered since 1881, now represent, with their deep-water entrances and improved shed-accommodation, the latest type of provision for steamships in Liverpool. The *Canada Graving Dock*, 925 ft. long and equipped with powerful pumps capable of emptying it in 1½ hr., is one of the largest in the world. A little farther up the river is *Salisbury Dock*, with a clock tower, which is illuminated at night. To the E. are the *Collingwood* and *Stanley Docks*, the latter of which is the centre for the storage of tobacco in bond. Three warehouses here have an aggregate capacity for storing 100,000 hogsheads of tobacco; one of these, the largest in the world, has 14 floors with an aggregate area of 36 acres. The *Victoria Dock* (Pl. A, 1) was formerly used by emigrant-ships. *Waterloo Dock* (Pl. A, 1) is partly surrounded with huge *Corn Warehouses*, holding 200,000 qrs. of grain. The arrangements for unloading resemble those at the Alexandra Dock (admission on application to the Dock Board). Southward of the Waterloo Dock lie *Prince's Half-Tide Dock* and *Prince's Dock* (Pl. A, 2, 3), the latter largely used by coasting steamers. On its W. quay is the Riverside Station (p. 346). George's Dock, which came next, has been filled up (p. 352). Behind its site are the *Goree Piazzas*, No. 1 in which was the scene of a disastrous commercial enterprise undertaken by Washington Irving. *Canning Dock* (Pl. A, 4), constructed in 1717, is the oldest now in existence. It lies opposite the Custom House (p. 350). The *Albert Dock* (Pl. A, 5) differs from most of the Liverpool docks in being completely surrounded with warehouses (as in London). *Wapping Dock*, *King's Dock* (Pl. A, 6), and the *Queen's* (Pl. A, B, 7), *Coburg*, and *Brunswick Docks* have all been recently (1904-5) remodelled. The row of docks closes on the S. with the *Toxteth*, *Harrington*, and *Herculaneum Docks*, the name of the last embalming the memory of the once important Liverpool manufacture of pottery.

FROM LIVERPOOL TO BIRKENHEAD, NEW BRIGHTON, HOYLAKE, and WEST KIRBY, 9 M., railway in 1/2 hr. This line passes under the river by the Mersey Tunnel, constructed in 1880-86, which is about 1 M. in length. It has 'exchange' stations with the Cheshire Lines at the Central Station in Liverpool, and with the London and North-Western and Great Western Joint Line at Rock Ferry (p. 345). The Liverpool stations are at *Central Station* (*Low Level*) and in *James St.* (Pl. B, 4). Lifts convey passengers between the streets and the platforms. Electric trains run viâ (3-4 min.) *Birkenhead* (Hamilton Square) to Brkenhead Park and Rock Ferry alternately. At Hamilton

Square the line forks, the left branch leading to *Birkenhead Central*, *Green Lane*, and *Rock Ferry* (p. 345). The right branch goes on to (2½ M.) *Birkenhead Park* (p. 345), where it emerges from the tunnel, and (3¼ M.) *Birkenhead Docks*. Here the line again forks, one branch running to *Wallasey*, *Warren*, and (6½ M.) *New Brighton*, the other to *Bidston* (junction for Hawarden and Wrexham, see p. 290), *Leasowe* (Leasowe Castle Hydro Hotel), (8 M.) *Hoylake*, and (9 M.) *West Kirby* (see p. 345). — **New Brighton** (*Marine*; *Hôt. Victoria*; *Royal Ferry*; *New Brighton*; *Queen's*), a favourite resort of 'trippers', lies on the Cheshire side of the Mersey, 5 M. to the N.W. of Birkenhead. The *Pier* (Rfmt. Rooms), 560 ft. long, affords a fine view of the shipping and docks of Liverpool, the Irish Sea, and the mountains of Wales. By the pier is a large *Palace & Winter Garden*. A conspicuous feature is the *Eiffel Tower*. The Promenade, at the end of which is the strongly-fortified *Rock Battery*, extends to the S.E. to *Seacombe*, passing *Vale Park*. Electric tramways run hence viâ Wallasey to *Seacombe*. Frequent steamers to (4 M.) Liverpool (see p. 347); also to Egremont. — **Hoylake** (*Royal*, R. 3*s*. 6*d*., D. 4*s*. 6*d*.), a small watering-place on the estuary of the Dee, is much frequented by golfers, its links being among the best in England.

Other attractive river-excursions may be made to *Seacombe* (see above) and *Eastham Ferry* (p. 345). — The most interesting of the many manor-houses near Liverpool is **Knowsley** (Earl of Derby; special permission necessary), situated 7½ M. to the N.E., in a large park (2 M. from rail. station *Huyton*, p. 355). The house contains paintings by Rubens, Rembrandt, Van de Velde, *Ph. Koninck, and Claude Lorrain, and a series of family-portraits, beginning with the first Earl of Derby, step-father of Henry VII. — *Childwall Hall*, 3 M. to the E., with remains of an old priory, belongs to the Marquis of Salisbury (no adm.). Close by is the Childwall Abbey Hotel. The curfew is still rung at Childwall parish church. — *Croxteth Hall*, the seat of the Earl of Sefton, lies 5 M. to the N.E. At the gates are old stocks. — **Speke Hall* (no adm.), 7 M. to the S.E. of Liverpool, is one of the finest Elizabethan mansions in England, with fine oak-carvings, etc. (p. lix).

From Liverpool to Preston, 26½ M., railway in 1-2 hrs. (fares 4*s*. 6*d*., 2*s*. 8*d*., 2*s*. 5*d*.). We start from the Exchange Station. — The train crosses the Leeds and Liverpool Canal twice and reaches (4¾ M.) *Aintree*, where the Liverpool race-meetings take place. — 11½ M. **Ormskirk** (*Wheatsheaf*; *Talbot*; *King's Arms*), a busy market-town with 6857 inhabitants. The *Church, with its huge embattled tower and spire, contains the burial-vault of the Earls of Derby. In the vicinity are (3 M.) *Scarisbrick Hall*, (3 M.) *Lathom House* (Earl of Lathom), and (2 M. to the N.) the scanty ruins of *Burscough Priory*. — From (14 M.) *Burscough* lines diverge to Southport and Wigan (p. 412). — At (26½ M.) *Preston* we join the main L. & N.W. line (p. 413).

From Liverpool to Southport, 18 M., electric trains from the Exchange Station every 20 min. in 25-37 min. (fares 2*s*., 1*s*. 3*d*.). — 2½ M. *Bootle*, a borough with (1901) 58,558 inhab., at the mouth of the Mersey, is practically a suburb of Liverpool. 5 M. *Waterloo* also is a suburb of Liverpool, with the villas of numerous Liverpool merchants. — 6 M. *Blundellsands & Crosby*. The little watering-place of *Crosby* (Blundell Arms) lies 1½ M. to the W. of the station. In the neighbourhood is *Ince-Blundell Hall*, with a large collection of paintings and sculptures (no adm.). — Near (11 M.) *Formby* are *Altcar Flats*, where the 'Waterloo Coursing Meetings' are held. — 15 M. *Ainsdale*.

18 M. **Southport** (**Victoria*; *Prince of Wales*, R. or D. from 3*s*. 6*d*.; *Royal*, R. 3*s*. 6*d*., D. 4*s*.; *Queen's*; *Palace*, R. 4*s*., D. 5*s*.; *Scarisbrick*; *Bold Arms*; *Pearjeant's Temperance*; *Rail. Rfmt. Rooms*; numerous lodging-houses) is a pleasant and handsomely-built modern watering-place with 48,087 inhab., frequented annually by many thousands of visitors from Liverpool, Manchester, and the manufacturing towns of Yorkshire. The broad sandy beach is fairly adapted for promenading and bathing, and the former huge expanse of wet sand exposed at low tide is now occupied by a *Marine Park* including a salt-water lake (50 acres; boating) and a water-chute. In Lord St., the

main thoroughfare, are the *Opera House* and the *Atkinson Art Gallery*. The *Winter Garden* (concerts and other attractions), the long *Pier* (with tramway), *Hesketh Park*, and the *Botanic Gardens* (3 M. to the N.W.) attract numerous visitors. The *Esplanade* affords a fine view of the Welsh and the Cumberland hills, while the Isle of Man also is visible in clear weather. — Steamers ply regularly from Southport to *Lytham* (p. 413) and *Blackpool* (p. 413). The railway goes on to Preston (p. 413).

From Liverpool to *Manchester*, see R. 42; to *London*, see R. 44.

42. From Liverpool to Manchester.

a. *From Liverpool to Manchester viâ Newton-le-Willows.*

31½ M. L. & N.W. Railway in 2/3-1½ hr. (fares 5*s*. 6*d*., 2*s*. 9*d*., 2*s*. 6*d*.; return 8*s*., 5*s*., 4*s*. 6*d*.). This line, constructed in 1830 at a cost of 1,000,000*l*., is one of the oldest of existing railways. The crucial part of the undertaking was the filling up of *Chat Moss*, a huge and dangerous swamp, 12 sq. M. in extent and in places 30 ft. deep. The manufacturing district traversed is uninteresting.

After leaving Lime St. Station (p. 346) the train stops at (1¼ M.) *Edgehill*, near the Botanic Gardens (p. 352). — From (5½ M.) *Huyton* the Scottish express route diverges to the left viâ St. Helen's and Wigan. From (12 M.) *St. Helen's Junction* a branch-line leads N. to **St. Helen's** *(Raven; Fleece;* American Consular Agent, *Ernest L. Phillips)*, a town with (1901) 84,410 inhab., noted for its plate-glass, and thence to Rainford (p. 356) and Ormskirk (p. 354), while another runs S. to *Widnes* (chemical works) and *Runcorn* (p. 370). — 14½ M. *Earlestown*, with the large waggon-works of the railway, is the junction of a line to Warrington (see below) and Chester (p. 290). — At (15½ M.) *Newton-le-Willows* we cross the main line of the L.N.W. Railway from London to Carlisle and the North. At (16 M.) *Polrush Junction* Mr. Huskisson (p. 350) was killed at the opening of the railway. — 18½ M. *Kenyon* is the junction of a line to *Bolton* (p. 362). Beyond (21 M.) *Glazebury & Bury Lane* the train crosses *Chat Moss* (see above). At (26½ M.) *Patricroft* is the Iron Foundry established by James Nasmyth, one of the largest in England. — 27½ M. *Eccles* (Cross Keys), prettily situated on the *Irwell*.

31½ M. *Manchester* (Exchange Station), see p. 356.

b. *From Liverpool to Manchester viâ Warrington and Glazebrook.*

34 M. 'Cheshire Lines' Railway in ¾-1½ hr. (fares 5*s*. 6*d*., 2*s*. 6*d*.; return 8*s*., 4*s*. 6*d*.). As far as (21 M.) Glazebrook (see p. 356) this line coincides with the main Liverpool and London line of the Midland Railway (see R. 44b).

We start from the Central Station in Ranelagh Street (p. 346). The train then stops at (1 M.) *St. James's* and (2½ M.) *St. Michael's*, crosses *Toxteth Park* (p. 352), and reaches (3½ M.) *Otterspool*. To the right a view is enjoyed of the *Mersey*. 5¼ M. *Garston* (p. 370); 12¼ M. *Farnworth*, the junction of a loop-line to *Widnes*.

18¼ M. **Warrington** *(Patten Arms*, R. or D. 3*s*.; *Lion*, pens. 8*s*. 6*d*.; *Rail. Rfmt. Rooms)*, a busy town on the right bank of the Mersey, with (1901) 64,241 inhab. and manufactories of cotton, wire,

iron, and glass. It is a place of considerable antiquity, and is believed to have been a Roman station. The *Parish Church*, a fine building in the Dec. style, has been restored. — From Warrington railways radiate to Wigan (p. 412), Bolton (p. 362), Chester (p. 290), etc.

Beyond Warrington the line runs nearly parallel with the celebrated Bridgewater Canal (35 M. long), one of the oldest in England, connecting Manchester and Liverpool.

The canal was constructed by Brindley for the Duke of Bridgewater in 1758-71. The Duke sank all his capital in the undertaking, but ultimately made a large fortune by the facilities it afforded for conveying the produce of his large coal-fields to Manchester and Liverpool.

At (24 M.) *Glazebrook* the direct line to London diverges to the right. — 34 M. *Manchester* (Central Station), see below.

c. *From Liverpool to Manchester viâ Atherton.*

36½ M. Lancashire and Yorkshire Railway in 40 min.-1¾ hr. (fares 5*s.* 6*d.*, 2*s.* 9*d.*, 2*s.* 6*d.*; return 8*s.*, 5*s.*, 4*s.* 6*d.*).

We start from the Exchange Station (p. 346). The district traversed is uninteresting and most of the stations unimportant. 11 M. *Rainford* is the junction of lines to *Ormskirk* (p. 351) and *St. Helen's* (p. 355). Near *Wigan* (p. 412), which the Manchester line avoids by a loop, we cross the main L.N.W. line. A little farther on, the direct Manchester line diverges to the right from that to *Bolton* (p. 362). 26 M. *Atherton*; 29 M. *Walkden*; 34 M. *Pendleton*; 36 M. *Salford*. — 36½ M. *Manchester* (Victoria Station), see below.

Manchester. — Railway Stations. 1. *Central Station* (Pl. E, 5), at the corner of Windmill St. and Lower Mosley St., for the trains of the Midland Railway, G.N.R., G.C.R., and Cheshire Lines to London, Liverpool, Chester, Buxton, Matlock, Derby, etc. — 2. *London Road Station* (Pl. G, H, 5), for the L.N.W. trains to London, Stafford, Birmingham, etc., and also for the G. C. R. — 3. *Exchange Station* (Pl. E, 2), on the N. side of the town, for the L.N.W. trains to Liverpool, Leeds, Chester, Wales, and Scotland, and G.W.R. trains to Chester and Wales. — 4. *Victoria Station* (Pl. F, 2), adjoining the last, for the Lancashire and Yorkshire lines to Liverpool, Bolton, Preston, Oldham, York, Leeds, Scarborough, etc. — 5. *Oxford Road Station* (Pl. F, 6), for trains to Altrincham, etc. — In addition to these stations, which are connected with each other by a loop-line, there are several secondary or suburban stations at which the trains generally stop before quitting Manchester. The chief of these is that at *Salford* (Pl. D,3). — Single cab-fare (p. 357) from the stations to the hotels.

Hotels. *Midland (Pl. n; E, 5), a huge and sumptuously equipped hotel, with Turkish baths, five restaurants, American bar, etc., R. from 4*s.* 6*d.*, D. 6*s.*; *Queen's (Pl. a; G, 4), 2 Piccadilly, a long-established house near the London Road Station, R. from 4*s.* 6*d.*, D. 5*s.*; *Grand (Pl. c; G, 4), Aytoun St. more quietly situated, with lift, R. 4*s.*-5*s.* 6*d.*, D. 5*s.*; Victoria (Pl. b; E, 3), Victoria St., R. from 3*s.* 6*d.*, D. 5*s.*; Grosvenor (Pl. d; E, 3), Deansgate, R. or D. 5*s.*; Albion (Pl. c; G, 3), 21 Piccadilly, R. from 3*s.* 6*d.*, D. 3*s.* 6*d.*; Waterloo (Pl. g), R. 4-5*s.*, D. 2*s.* 6*d.*, in Piccadilly (6 & 8; Pl. G, 3, 4); Mosley, Piccadilly; the last four are commercial; Deansgate Temperance Hotel, R. 4*s.*, D. 2*s.* 6*d.*

Restaurants. At the **Midland Hotel* (see above; grill room, German and French restaurants, etc.); *Atlantic*, 9 Cross St. (Pl. E, 3, 4), for men only; *Victoria*, at the above-named hotel (Pl. E, 3); **Parker*, 18 St. Mary's Gate and 10 St. Ann's Sq. (Pl. E, 3); *Prince's Café*, opposite Prince's Theatre

MANCHESTER.
1:17,300
0 500 1000 1320 Feet
¼ Mile
0 100 200 300 400 Metres
A
B
C
D
1
2
3
4
5
6
Peel Park
Windmill
Reservoir
Salford Technical School
Museum
Crescent
The Crescent
Christ Ch
Bolton & Bury Can
Hope Street
Liverpool street
Coal Wharfs
Ordsall Ld.
Ordsall Ld. Sta.
Salford Sta.
Goods Sta.
Liverpool Road
Regent Road
Chapel Street
Broughton
Victoria Theatre
Regent Rd.
Ford La.
Blackfriars St.
Great George St.
Arlington St.
Wellington St.
Brewery St.
King St.
Queen St.
Oldfield Rd.
Trafford Rd.
Irwell
Eltor
Medlock
Slate Wharf
Gas Tube Works
Timber Pond
Woods
Taylor Mdw.
St Georges Ch
Church St.
Red Cow
Manchester
Salford
Bridgewater Canal
Durham St.
Stanley St.
Bedford St.
Hardman St.
Gt. Clowes St.
Gt. Cheetham St.
Gt. Ducie St.
Gt. Bridgewater St.
Gt. Egerton St.
Gt. Ancoats St.
Gt. Jackson St.
Gt. Hulme St.
Gt. Stanley St.
Gt. Lever St.
Gt. Trafford St.
Gt. Ormond St.
Gt. Peter St.
Gt. Windsor St.
Gt. Richmond St.
Gt. Brunswick St.
Gt. Upper Brook St.
Gt. Lower Brook St.
Gt. Oxford St.
Gt. Grosvenor St.
Gt. Portland St.
Gt. Princess St.
Gt. Mosley St.
Gt. Charlotte St.
Gt. Faulkner St.
Gt. Bridgewater St.
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Gt. Portland St.
Gt. Princess St.
Gt. Mosley St.
Gt. Charlotte St.
Gt. Faulkner St.

Wagner & Debes' Geog. Estab. Leipzig

. E, 5); *Manchester Limited Restaurant Co.*, under the Exchange (Pl. E, 3); *nsbury's Luncheon Rooms*, Corporation St.; *Old Swan* (German), Pool St., rket St.; *Continental*, Peter Sq.; *Lyon's Popular Restaurant*, Piccadilly; *yality* (quick lunch), 5 Princess St.; *Smallman's Vegetarian Restaurant*, anagate, etc. — *Refreshment Rooms* at the stations.

Cabs. Per mile, 1-2 pers. 9*d.*, 3-4 pers. 1*s.*; for each additional third a mile 3*d.* or 4*d.* By time, for each ¼ hr. 7½*d.* For each article of gage carried outside 2*d.* Double fares from midnight to 6 a.m. Contints may be made at the Town Hall (p. 360).

Electric Tramways. Manchester is covered with a network of tramys, traversing the main streets and extending to all the suburbs (fares -3*d.*).

Post and Telegraph Office (Pl. F, 3), corner of Market St. and Spring ardens. Numerous branch offices and pillar letter-boxes.

Theatres. *Royal* (Pl. E, 5), Peter St., stalls 6*s.*, dress circle 5*s.*, upper rcle 2*s.* 6*d.*, pit 1*s.*; *Prince's* (Pl. E, F, 5), Oxford St.; *Gaiety* (Pl. E, 4), ter St., dress circle and stalls 5*s.*; *Prince of Wales*, Liverpool St., Salford; *Queen's* (Pl. E, 4), Bridge St., dress circle 2*s.*, pit 6*d.* — **Music Halls.** *ace* (Pl. F, 5), Oxford St.; *Grand*, *Tivoli*, Peter St. (Pl. E, 4); adm. 1-5*s.*; *ppodrome* (Pl. F, 5), Oxford St.

Concerts. *Classical Concerts*, Free Trade Hall (Pl. E, 4, 5), every Thurs. winter; *Manchester Gentlemen's Concerts*, in the Midland Hall; *Manchester ocal Society's Concerts.*

Popular Resorts. *Belleuve Gardens*, Longsight, to the S.E., with ological collection, dancing saloon, restaurant, fireworks, lake for boating, c., much frequented by the lower classes. They may be reached by am or by train from London Road to *Longsight*. — *White City* (open .30-11; adm. 6*d.*), Chester Road, Old Trafford, to the S.W.

Baths. *Herriott's*, 10 South Parade, St. Mary's, Deansgate; *Allison*, 1 Hyde Road; *Constantine*, 21 Oxford St. — *Corporation Baths*, in Store St., eaf St., Baker St., and Osborne St.

American Consul, *Church House*; vice-consul, *John W. Thomas.*

Manchester, the chief industrial town of England, and the great etropolis of the cotton-manufacture, is situated on the river *rwell*, a tributary of the *Mersey*, in a gently undulating plain. lanchester proper lies on the left bank of the Irwell, which here ceives two smaller streams, the *Medlock* and the *Irk*; but in rdinary speech the name is used to include *Salford*, on the opposite bank, which really forms one town with Manchester, though distinct municipality, returning its own members to Parliament. n 1908 the population of the united city was 888,545 (Manchester, 649,251; Salford, 239,294). The population includes a rge German element, whose influence may perhaps be traced in the eal and success with which music is cultivated here. Besides cotton oods Manchester manufactures also large quantities of silk, worsted, hemicals, and machinery. Its chief interest for the stranger lies in s huge manufactories and warehouses, and in the bustling traffic of s streets. Most of the streets of the older part of the town, centering n the Town Hall, are narrow, but many improvements have recently een effected. The suburbs on the other hand, such as *Cheetham ill*, *Broughton*, *Old Trafford*, and *Fallowfield*, are generally well aid out and handsomely built. Many of the largest mills and facories are now in the towns around Manchester, and the city itself s becoming more of an emporium and less of an actual centre of

manufacture. The rivers unfortunately do not add much to the attractions of the town, as their waters are black with mill-refuse. Since 1847 Manchester has been the seat of a bishop.

History. Manchester occupies the site of the *Mancunium* of the Romans. In the 10th cent. we hear of Edward the Elder repairing and garrisoning the village of *Manigceaster*, and a line of Norman barons seems to have derived their title from this place. Towards the end of the 14th cent. it was already known as an industrial place of some importance, the manufacture of woollen and linen goods having, according to report, been introduced by Flemish immigrants in the time of Edward III. Under Henry VIII. (1509-47) Manchester appears as the principal town of Lancashire, but its size cannot have been very great, as even in 1720 it did not contain 10,000 inhabitants. After the middle of the 18th cent. its progress began to be more rapid, and the population rose from 20,000 in 1760 to 94,000 in 1801. The first application of steam to machinery for spinning cotton was made here in 1789, and gave a great impetus to the cotton-manufacture. The advance was aided by the construction of the Bridgewater Canal (see p. 356) to Liverpool; in 1830 the Manchester and Liverpool railway (see p. 355) was opened; and in 1894 a 'Ship Canal', connecting Manchester with the sea was opened for traffic (see p. 362). In 1894 the 'Thirlmere Water scheme' (p. 425) was completed. — The celebrated attempt to rescue Fenian prisoners in 1867 was made near the old *Bellevue Prison* in the Hyde Road, to the S. Comp. *W. E. A. Axon's* 'Annals of Manchester' (1886).

The name **Manchester School** began to be used some 70 years ago to designate the political party that agitated for the repeal of the corn-laws and for the general recognition of the principles of free trade. The chief manufacturing town of England very naturally became the centre of the movement, and the head-office of the Anti-Corn-Law League was established in Newall Buildings, Market St. (comp. p. 361). Richard Cobden, the leader of the party, was a partner in a Manchester firm of cotton-printers, and in 1839 the Manchester Chamber of Commerce, at his instigation, opened the free-trade campaign by petitioning Parliament against the corn-laws. After the triumph of the principles of free trade, the name Manchester School stuck to the political party grouped round Cobden and Bright, though the city of Manchester was by no means invariably of the same mind as these politicians. The leading principles of this school may be described as the development of complete freedom of trade and unrestricted competition, and the adhesion as far as practicable to a policy of non-intervention in foreign affairs. The expression has become domiciled in several Continental states, where it is sometimes used as a term of reproach for those who prefer peace and material welfare to the honour of their country.

No traveller should quit Manchester without having seen one at least of its great factories. A letter of introduction is desirable; but those who have none may send a written request to the head of the firm whose establishment they wish to inspect. Among the most interesting manufactories are the following: Nasmyth's Bridgewater Foundry at Patricroft (p. 355); Armstrong & Whitworth's Ordnance and Machine Works at Openshaw; S. & J. Watt's Home Trade Warehouse, Portland St.

We begin our walks through Manchester at the *London Road Station* (Pl. G, H, 5; p. 356), near which most of the principal hotels are situated. London Road is prolonged towards the N. by PICCADILLY (Pl. G, 4), one of the chief streets of the city.

The pavement in front of the now vacant site (Pl. F, G, 4) of the old infirmary (founded in 1753; comp. p. 361) is adorned with four bronze statues. To the left is the *Duke of Wellington* (1769-1852), by Noble, surrounded by four allegorical figures. — In the centre are statues of *Dalton* (1766-1844), founder of the atomic theory, and *James Watt* (1736-1819), the improver of the steam-engine. — To the right is *Sir Robert Peel* (1788-1850), by Marshall.

Piccadilly is continued by Market Street (Pl. E, F, 3), the main artery of traffic in Manchester. To the left, halfway down the street, is the *Post Office* (Pl. F, 3). Market St. ends opposite the **Exchange** (Pl. E, 3), a massive structure in the classical style, erected in 1864-74 by *Mills* and *Murgatroyd*, with a Corinthian portico, and a campanile 180 ft. high.

The *Great Hall*, 200 ft. long and 100 ft. wide, is covered with a dome 80 ft. high. On cotton-market days (Tues. and Frid., 1-2) it is crowded with buyers and sellers from all parts of Lancashire, and presents a scene of great bustle and apparent confusion. Strangers are admitted to the galleries on application to the keeper. — In St. Ann's Square, adjoining the Exchange, is a *Statue of Cobden* (see p. 35b), by Wood.

We now turn to the right and proceed to the N. through Victoria Street to (5 min.) the **Cathedral** (Pl. E, 2), situated in an open space facing the Irwell. The building is in the Perp. style and dates mainly from the early half of the 15th cent., but restoration has given it a somewhat modern aspect. The N. porch, the muniment-room, and the baptistery are modern. It is the parish-church ('Cowd church') for the vast parish of Manchester and was made collegiate under a warden and fellow in the 15th century. It was raised to the dignity of a cathedral in 1847 and is one of the smallest of English cathedrals, being only 220 ft. long and 112 ft. broad. Its great comparative width is due to the fact that chapels have been added on both sides of the original church so as to form double aisles (comp. p. 54). The square tower, 140 ft. in height, was rebuilt in 1864-7. Part of the exterior is decorated with quaint carvings.

Interior (adm. free; services at 11 a.m. and 3.30 p.m.; on Sun. at 10.30 a.m., 3.30 and 7 p.m.). The Nave is impressive owing to its unusual width, but the Choir is the most interesting part of the interior. Both have flat timber ceilings. The oaken *Choir Stalls*, dating from about 1505, are finely carved (quaint miserere). The stained glass is modern; one of the windows is a memorial to Gen. Gordon. Perhaps the most attractive chapel is the *Lady Chapel*, added about 1512. The outer N. aisle of the choir (remult) is known as the *Derby Chapel*, and contains monuments to members of that family. Off this chapel opens the small *Ely Chapel*, with the monument of Bishop Stanley of Ely (d. 1514), who was Warden of Manchester Collegiate Church in 1485-1505 and built the beautiful clerestory of both nave and choir. At the E. end of the N. aisle of the choir is a *Statue of *Humphrey Chetham* (see below), by Theed. At the E. end of the S. choir-aisle is the small *Fraser Chapel*, erected in 1857 to the memory of *Bishop Fraser* (d. 1885), of whom it contains an effigy. To the S. of the choir is the octagonal *Chapter House*.

Just to the E. of the cathedral is the large *Corn Exchange* (Pl. F, 2, 3). Farther to the E., in Shudehill, is *Smithfield Market* (Pl. G, 2, 3), which may be visited on Saturday evening, when the factory operatives lay in their supplies for the week. — To the S. of the cathedral is a *Statue of Cromwell* (Pl. E, 3). — To the N. stands ***Chetham College or Hospital** (Pl. E, F, 2), with a Blue Coat School established by Humphrey Chetham in 1651, and a library of 40,000 vols. (open 9.30 till 6, in winter till 4).

The library is probably the oldest free library in Europe. The building itself (adm. 6d.), enclosing a quadrangle, dates from the reign of Henry VI. (1422-61) and is the most ancient and interesting in Manchester.

It originally formed part of the collegiate buildings attached to the old church. The *Dining Hall* has a dais and screen. The *Library* (with a fine carved oak buffet and some old portraits) and the *Dormitories* are also interesting.

The large red building adjoining Chetham College is the *Grammar School*, of which De Quincey is the most famous alumnus (rebuilt since his time). Immediately to the N. are the *Exchange* and *Victoria Stations* (Pl. E, F, 2), the latter adjoined by the *Workhouse*.

Passing the Victoria Station and crossing New Bridge Street, we continue along Great Ducie Street to (6 min.) the ***Assize Courts** (Pl. E, 1), an imposing Gothic edifice, erected in 1864 from the designs of *Waterhouse*, at a cost of 100,000*l.*

The fine entrance, on the W. side, is adorned with the statues of eminent lawgivers, that of Moses crowning the apex of the gable. The capitals of the columns in the portico represent the judicial penalties of former times. The slender pointed tower rising from the centre of the building is 210 ft. high. The large central *Hall*, 100 ft. long, 43 ft. wide, and 75 ft. high, has a window (at the N. end), representing the signing of Magna Charta. — Behind the Assize Courts is the large *County Gaol*.

Deansgate (Pl. E, 3-5), one of the busiest thoroughfares in Manchester, begins to the S.W. of the cathedral, and ends at *Knott Mill Station* (Pl. D, 6), in the district supposed to be the exact site of the Roman *Mancunium* (p. 358). To the right, nearly opposite John Dalton St., is the ***John Rylands Library** (Pl. E, 4), a handsome public library presented to the city by Mrs. Rylands and opened in 1899 (shown to visitors on Tues. & Frid., 2-6).

It is very handsomely fitted up and contains 100,000 vols., including the famous Althorp collection (comp. p. 270), also many interesting incunabula (700-800 vols. printed before 1501), an 'Aldine Room', and a 'Bible Room'.

John Dalton Street (Pl. E, 4), opposite the Rylands Library, leads to Albert Square (Pl. E, 4), which is embellished with statues of *Prince Albert* (d. 1861), by Noble, under a Gothic canopy by Northington, *Bishop Fraser* (p. 359), by Woolner, *Gladstone* (d. 1898), by Raggi, *John Bright* (p. 363), and *Oliver Heywood* (d. 1892), a prominent citizen. On the E. side of the square rises the ***New Town Hall** (Pl. E, 4), another enormous and imposing Gothic pile by *Waterhouse* (see above), erected in 1868-77 at a cost of 775,000*l.* The clock-tower is 286 ft. high (*View from the top); it contains a fine peal of bells and a carillon.

The Interior (adm. 6*d.*) contains 250 rooms. The great *Hall, 100 ft. in length, is adorned with frescoes of scenes from the history of Manchester by *Madox Brown* (d. 1893), and contains statues of Gladstone, Villiers, Joule, and Dalton (p. 358; the last by *Chantrey*), and a bust of *Cardinal Vaughan*, who was Bishop of Salford from 1872 to 1892. On the ceiling are the arms of English towns and counties.

In King St. (Pl. E, 3, F, 4), a little to the N., is the *Free Reference Library* (open 9-10, on Sun. 2-9; 200,000 vols.; MSS. of Harrison Ainsworth), occupying the old Town Hall.

Adjoining the Town Hall is the *Memorial Hall* (Pl. E, 4), commemorating the ejection of the Nonconforming clergy in 1662.

Passing the N. side of the Town Hall, through Princess St., and crossing Cooper St., we reach Mosley St. (Pl. F, 4), another

busy thoroughfare. Opposite us, at the corner of Princess St., is the **City Art Gallery** (formerly the *Royal Institution;* Pl. F, 4), a building in the Greek style by *Barry*, with an Ionic portico.

It contains a collection of pictures and casts of the Elgin Marbles in the British Museum. Annual exhibitions of art are held here. — Immediately to the N. is the *Athenæum* (Pl. F, 4), a kind of club for young business-men (quarterly subscription 6*s.* 6*d.*), with a good library.

Mosley St. ends on the S.W. at *St. Peter's Square* (Pl. F, 5). At the corner of Peter Street, running hence to the W., stands the large *Midland Hotel* (p. 356), to the S.W. of which is the extensive *Central Station* (Pl. E, 5; p. 356). In Peter St. is the ***Free Trade Hall** (Pl. E, 4, 5), in the Italian palatial style, by *Walters*, erected in 1856 on the site of the earlier edifice of the Anti-Corn-Law League (comp. p. 358). The hall is 130 ft. long, 80 ft. wide, and 53 ft. high, and can accommodate 6000 persons.

The ground on which the original Free Trade Hall was erected was the property of Richard Cobden, and was placed by him at the disposal of the League. On Aug. 16th, 1819, it was the scene of the 'Massacre of Peterloo', the name given in Manchester to a collision between the cavalry and yeomanry and the Manchester Reformers, when several lives were lost. — The *County Court* (Pl. D, 4), in Quay St., the W. continuation of Peter St., was once Cobden's house, and afterwards accommodated the Owen's College.

From Mosley St., opposite Peter St., diverges *Oxford Street* (Pl. F, 5, 6), a long street leading S.E. to the suburban districts of *Rusholme*, *Fallowfield*, *Cheadle*, etc. — It contains the *Oxford Road Station* (Pl. F, 6; p. 356), *All Saints' Church* (Pl. F, 6), the *School of Art*, the *Owens College* (1¼ M. from the Town Hall), the *Eye Hospital*, the Rom. Cath. *Church of the Holy Name*, with an elaborate interior, and the new *Infirmary*, a huge structure on the pavilion system, admirably equipped. — The ***Owens College**, now the **Victoria University of Manchester**, was founded in 1845 by John Owens, who left 100,000*l.* for the purpose. In 1873 it was transferred to the present handsome Gothic edifice (by Waterhouse) which was extended in 1886-7.

The college was incorporated by Act of Parliament in 1874, and in 1880 it was constituted one of the colleges of Victoria University, the others being at Liverpool and Leeds. These, however, were chartered as independent universities in 1903. The Owens College is now attended by about 1200 students, taught by about 80 professors and lecturers, and includes a medical school and faculties of arts, law, and science. It possesses well-furnished *Laboratories*, the handsome *Christie Library* (well stocked with books), and a *Collection of Natural History*. *Mr. Stanley Jevons* (d. 1882) and *Sir Henry Roscoe* were professors at the Owens College.

Whitworth Street (Pl. G-D, 5, 6) is a spacious thoroughfare extending from London Road Station (p. 356) to Knott Mill Station (p. 360). It is flanked mainly by large warehouses, but also contains a *Board School*, the handsome *Technical School* (Pl. G, 5), and *St. Mary's Hospital* (Pl. F, 5).

The **Manchester Art Museum**, in *Ancoats* (to the E. of Pl. H, 4), opened in 1886, may be called the Bethnal Green Museum of Manchester (open free, week-days and Sundays). The objects exhibited are furnished

with explanatory labels. Concerts, lectures, and classes are held here for the people of the district.

Salford (p. 357), or Manchester on the right bank of the Irwell, contains little to interest the stranger. The *Roman Catholic Cathedral* (Pl. C, 3), a good building by Pugin the Elder, with a spire 240 ft. high and a fine W. front, is much obscured by adjoining houses.

To the N.W., skirted by the Irwell, lies **Peel Park** (Pl. A, 2), a public park, prettily laid out, containing a museum and a library. The *Museum* is a large building in the Renaissance style, with a fair collection of antiquities and other objects of interest. The *Art Gallery* contains modern paintings and sculptures. The building also includes the *Salford Free Library*. — The *Whitworth Park*, near Oxford St. (beyond Pl. F, 6), 24 acres in extent, a bequest of Sir Joseph Whitworth, was opened in 1890. The *Whitworth Institute*, in the park, with a picture gallery, a commercial museum, etc., was founded for the promotion of the fine arts. — Manchester possesses several other public parks, some of them of considerable size.

The ***Manchester Ship Canal**, one of the boldest modern experiments in inland navigation, which has practically placed Manchester among the principal seaports of Great Britain, was opened for traffic in 1894. The canal, which is 35½ M. long and 28 ft. deep, with a minimum bottom width of 120 ft., has five locks, and cost 15,000,000*l*. In 1908 vessels aggregating 1,262,170 tons entered and vessels totalling 1,013,967 tons cleared the port of Manchester, and the Canal is navigated regularly by vessels of 8000 tons and upwards. The canal begins near Trafford Road Swing Bridge (conveniently reached by tramway from Deansgate) and enters the Mersey at *Eastham* (p. 345). The area of the dock-estate at Manchester is 408½ acres, including a water-space of 120 acres, and a quay-frontage of 6½ M. The large grain elevator has a capacity of 40,000 tons. The locks and sluices on the canal are among the most important works of the kind ever executed. Comp. p. 345.

From Manchester to Bolton and Blackburn, 25 M., Lancashire & Yorkshire Railway in ¾-1½ hr. (fares 4*s.* 6*d.*, 2*s.* 3*d.*, 2*s.* 0½*d.*). — 10½ M. **Bolton-le-Moors** (*Halliwell Lodge Hotel; Swan; Victoria; Commercial*, pens. 10*s.*; *Rail. Rfmt. Rooms*), a prosperous town of (1901) 168,205 inhab., with large cotton-mills, bleaching and dye-works, engine-factories, and iron-foundries. The *Grammar School*, founded in 1641, has an old 'chained' library. Crompton (1753-1827), the inventor of the spinning-mule, resided at Bolton and is commemorated by a statue in Nelson Square. In the vicinity are the (2 M.) *Hall-in-the-Wood*, an old timber house where Crompton perfected his invention, and (3 M.) *Smithills Hall*, an interesting old manor-house. — 25 M. **Blackburn** (*Old Bull*, R. 4*s.*, B. from 3*s.* 6*d.*; *White Bull*, pens. from 10*s.* 6*d.*; *Rail. Rfmt. Rooms*), a well-built industrial town of (1901) 127,527 inhab., the staple products of which are cottons, calico, and muslin. Hargreaves (d. 1788), the inventor of the spinning-jenny, and John Morley (b. 1838; now Viscount Morley of Blackburn), the statesman and author, were born here. A statue of Gladstone was erected at Blackburn in 1899.

[From Blackburn branch-lines diverge on the left to *Preston* (p. 413) and on the right to *Burnley* (p. 383; 97,014 inhab. in 1901). The Art Gallery of Burnley is installed in *Towneley Hall*, a historic mansion. The main line goes on to *Hellifield* (p. 446), viâ *Whalley* (Whalley Arms), with a ruined abbey, and *Clitheroe* (Swan), with a ruined castle. About 5 M. to the N.W. of Whalley is the Jesuit college of *Stonyhurst* (250 pupils), containing a museum with some interesting historical relics, some fine illuminated MSS., a Roman altar, and a collection of paintings. From Clitheroe pleasant excursions may be made in the valley of the *Ribble* and to the *Hill of Pendle*, a famous haunt of Lancashire witches.]

From Manchester to Bury and Bacup, 22 M., Lancashire & Yorkshire Railway in ¾-1½ hr. (fares 3*s.* 4*d.*, 1*s.* 9*d.*, 1*s.* 7*d.*). — 9½ M. **Bury** (*Derby*,

R. 3*s.*, D. 2*s.* 6*d.*), a flourishing manufacturing town with (1901) 58,028 inhab., owes its prosperity to the introduction of calico-printing by the father of Sir Robert Peel. A statue in the town commemorates Sir Robert Peel (1788-1850), who was born in the vicinity. — 13½ M. *Ramsbottom*, another manufacturing town, was the residence of the Messrs. Grant, the originals of 'The Cheeryble Brothers' in 'Nicholas Nickleby'. A line runs hence to *Accrington* (Rail. Rfmt. Rooms) and Blackburn. — 22 M. **Bacup** (22,505 inhab.) has considerable cotton and woollen manufactures.

FROM MANCHESTER TO OLDHAM, 8 M., railway in 20-26 min. (fares 1*s.*, 8*d.*, 7*d.*). Departure from *Victoria Station* (p. 356). — 8 M. **Oldham** (*King's Arms; Black Swan*), with (1901) 137,238 inhab., is one of the most important cotton-manufacturing towns and also contains large iron-works. Over 600 tall factory chimneys may be seen from the top of *Oldham Edge*.

FROM MANCHESTER TO HALIFAX (*Bradford, Leeds*), 33 M., Lancashire & Yorkshire Railway in 1-1½ hr. (fares 5*s.* 3*d.*, 3*s.*, 2*s.* 8½*d.*). Departure from *Victoria Station* (p. 356). — 5¼ M. *Middleton Junction*. — 11 M. **Rochdale** (*Wellington*, R. & B. 5*s.*, D. 3*s.* 6*d.*; *Duckworth's; Railway; White Swan; Rail. Rfmt. Rooms*), a town with (1905) over 90,000 inhab., situated on the *Roche*, is one of the chief seats of the flannel and woollen industry and has also many large cotton-mills. The *Town Hall* is a good building by Waterhouse. Rochdale possesses some interest in economical history as the place where the first impulse was given to the great movement of coöperation by the formation, in 1844, of the *Society of Equitable Pioneers*, which consisted of a few mill-hands, with a capital of 28*l.* The society now contains 12,984 members and has a capital of 385,497*l.* *John Bright* (d. 1889) lived and is buried at Rochdale. — 19½ M. *Todmorden*, whence a branch-line runs to *Burnley* (see p. 382). 29 M. *Sowerby Bridge* (Rail. Rfmt. Rooms). — 33 M. **Halifax**, and thence to (41 M.) *Bradford* and (49 M.) *Leeds*, see p. 445.

FROM MANCHESTER TO HUDDERSFIELD AND LEEDS, 43 M., L. & N. W. R. in 1¼-2¼ hrs. (fares 7*s.*, 4*s.*, 3*s.* 7*d.*). Departure from *Exchange Station* (p. 356). — 6½ M. **Ashton-under-Lyne** (*Boar's Head; George & Dragon*, R. 3*s.*, D. 2*s.* 6*d.*; *Rail. Rfmt. Rooms*), a busy cotton-spinning town with 43,830 inhabitants. Near (8 M.) *Stalybridge* (Castle), a cotton-spinning town with 27,671 inhab., the train enters a bleak moorland-district, and begins to cross the ridge of limestone hills stretching northwards from the vicinity of Derby (comp. p. 376) to the Lake District and the Scottish border. — Beyond (10¼ M.) *Mossley* we enter Yorkshire. From (13 M.) *Greenfield* a short branch-line diverges to Oldham (see above). — 14 M. *Saddleworth* (Commercial), a manufacturing town with 12,319 inhab., in a bleak hollow at the foot of some picturesque rocks. Two railways, the road, the *Huddersfield Canal*, and the river *Tame* here all run parallel through a deep valley. Between (15½ M.) *Diggle* and (19 M.) *Marsden* we traverse the *Standedge Tunnel* (3 M.; ca. 5 min.) the longest tunnel in England but two (comp. pp. 206, 406). — 26 M. **Huddersfield** (*George*, R. 4*s.*; *Imperial*, R. & B. 6*s.*; *Queen; Rail. Rfmt. Rooms*; Amer. Consul, *F. I. Bright*), one of the centres of the English cloth and woollen manufacture, is a well-built modern town of (1901) 95,008 inhab., situated on the *Colne*, on the W. margin of the limestone hills. The pretty environs contain some Roman remains. — 30½ M. *Mirfield* (Rail. Buffet) is the junction for Bradford (p. 445), and a little farther on the line to Wakefield (p. 413) diverges to the right. 33½ M. *Dewsbury* (Royal, R. 2*s.* 6*d.*; Rail. Buffet), a manufacturing place with 28,050 inhab.; 35 M. *Batley*. — 43 M. *Leeds*, see p. 414.

FROM MANCHESTER TO LONDON VIÂ CREWE, 189 M., railway in 3½-5¼ hrs. (fares 24*s.* 6*d.*, 19*s.* 4*d.*, 15*s.* 5½*d.*; return 49*s.*, 33*s.* 10*d.*, 30*s.* 11*d.*). The remarks made at p. 369 as to sleeping-carriages, etc., apply also to Manchester trains. — The train starts from *London Road Station* (p. 356), and after passing several small suburban stations crosses a gigantic viaduct over the valley of the Mersey and part of the town of Stockport. — 6 M. **Stockport** (*George; Buckley Arms; Rail. Rfmt. Rooms*), a large cotton-manufacturing town on the Mersey, with (1901) 78,871 inhabitants. The huge *Union Sunday School* is said to be the largest in the world; in 1900 it had nearly 5000 pupils and 430 teachers. — 8 M. *Cheadle Hulme* is the junction of the line to Macclesfield (p. 384). — 14 M. *Alderley Edge*

(Queen's Hotel, R. 4*s*., D. from 4*s*.), with the house and park of Lord Stanley of Alderley, is a favourite residence of wealthy Manchestrians. — 26 M. *Sandbach* (Bear Inn), with two old crosses in its market-place, re-erected from fragments in 1816 and possibly dating from the 7th century. — At (31 M.) *Crewe* we join the through-line of the L. & N.W. R. from Liverpool to London (see p. 369). — Other L. & N.W. trains between Manchester and London leave this line at *Cheadle Hulme* (see p. 363) and proceed through the *Potteries* (see p. 370) to rejoin the main line at *Norton Bridge* (p. 371) or *Colwich* (p. 372). The principal intermediate stations on this route are Macclesfield (*Macclesfield Arms; Queen's*), an important centre of the silk industry, with 34,635 inhab.; *Congleton* (to Hanley and Burslem, see p. 371); *Stoke-upon-Trent* (p. 371); and *Stone*.

From Manchester to London viâ Derby, 191½ M., Midland Railway in 3½-5½ hrs. (fares 24*s*. 6*d*., 15*s*. 5½*d*.; return 49*s*., 30*s*. 11*d*.; comp. p. 375). The train starts from the Central Station (p. 356) and proceeds viâ several suburban stations to (9 M.) *Stockport* (*Tiviot Dale*), where it unites with the route of the Midland Railway from Liverpool (see p. 375).

From Manchester to *Liverpool*, see pp. 355, 356; to *Chester*, see p. 298; to *London* viâ *Sheffield* see R. 44*c*; to *Wigan* (also accessible by the L. & N. W. R. from the Exchange Station and by the G. C. R. from the Central Station), see p. 356.

43. The Isle of Man.

Steamers ply as follows to the Isle of Man in summer, in addition to numerous excursion-steamers at lower fares; in winter communication is less frequent.

From Liverpool. To (80 M.) *Douglas*, twice daily (oftener on Frid. and Sat.) in 3¾-4 hrs. (fares 6*s*., 3*s*. 6*d*.; return 10*s*., 6*s*.). The 'Ben-my-chree' and 'Viking' on this route are turbine steamers of 2650 and 2000 tons. To (85 M.) *Ramsey* direct, 3 or 4 times weekly in July and Aug. (once or twice weekly in June & Sept.), in 6 hrs. (same fares).

From Fleetwood (p. 413). To (59 M.) *Douglas*, daily in 3 hrs. (twice on Frid., Sat., & Mon.); to (73 M.) *Ramsey*, twice weekly viâ Douglas (fares as above).

From Heysham (p. 446) to *Douglas*, 68 M., daily in summer in 2¾-3 hrs. (fares as above), by the turbine steamer 'Manxman' (2100 tons).

From Silloth (p. 416) to *Douglas*, 68 M., twice weekly in summer in 5-6 hrs. (on the way to Dublin; comp. p. 416), calling at *Whitehaven* (5*s*., 3*s*.).

From Whitehaven to *Ramsey*, 36 M., steamer fortnightly, in 2¼ hrs. (thrice weekly in July and Aug.; fares 6*s*., 3*s*., return 10*s*., 5*s*.).

From Glasgow. Viâ *Ardrossan* (p. 544), thrice weekly from end of June to middle of Sept., at other seasons once weekly (Wed.) viâ *Greenock* (p. 550), to (130 or 150 M.) *Douglas*, calling at Ramsey, in 8-9 hrs. (fares 14*s*., 12*s*., 7*s*., return 20*s*., 17*s*. 9*d*., 10*s*. 3*d*.; from Ardrossan or Greenock, 10*s*., 5*s*., return 15*s*., 7*s*. 6*d*.).

There are also regular steamers from Dublin and Belfast to Douglas, Ramsey, and Peel.

A Railway connects *Ramsey*, *Peel*, *Douglas*, and *Castletown*, and extends to *Port St. Mary* and *Port Erin*, giving access to most places of interest. The Electric Tramways (p. 366) also are useful.

The **Isle of Man**, or **Mann**, is in the Irish Sea, between England, Scotland, and Ireland; hence (possibly) its heraldic emblem (the three legs, or triune), and its Manx name, *Vannin* or *Mannin*, signifying 'middle'. The nearest point of the mainland (16 M.) is Burrow Head, Wigtownshire. The length of the island is about 32 M., its breadth about 12 M., its area 227 sq. M. More than half of the population (54,613 in 1901) is in the four towns, Douglas, Ramsey, Castletown, and Peel. The central part of the island is mountainous and beauti-

fully diversified; streams, flowing through narrow leafy glens, with precipitous sides, form numberless cascades. The hilly region ends with the valley of the *Sulby*, to the N. of which is a plain, unbroken except by low sand-hills, and including the *Curragh Moar*, once a bog in which the fossil elk has been found. The highest point is *Snaefell* (2034 ft.), the top of which commands a view of England, Ireland, and Scotland. On the S. coast are many fine precipitous cliffs. The water is everywhere clear, and the smooth sandy shores afford safe and pleasant bathing. Good fishing is plentiful both in the rivers (trout) and the sea (mackerel, etc.).

In July and August especially Douglas and its neighbourhood are practically a playground for the operatives of Lancashire and Yorkshire, but at other seasons and in the smaller town and country districts the 'tripper' element is not conspicuous.

History. The early history of the island is so mythical as to have little value, especially as there is no ancient Manx literature. Its hero, *Mannanan Mac-y-Lheir* (son of Lear), warrior, legislator, merchant, and magician, is said to have been slain by St. Patrick, who converted the Manx to Christianity (5th cent.). After this the island is supposed to have been under the sway of a long series of Welsh princes, and from the 10th to the 13th cent. it had Scandinavian rulers, many of the local names being evidently of Norse origin. In 1263 Alexander III. of Scotland subdued the island; but the Manx were so oppressed by the Scots, that by their desire Edward I. took it under his protection. Among the numerous subsequent rulers, or 'Kings', were William Montacute, Earl of Salisbury, Sir William Scroop, and Earl Percy (1399). In 1405 Henry IV. gave the kingdom to Sir John Stanley, and it remained with the Derby family till 1825, when the royal rights were purchased of the Duke of Atholl, a descendant of the seventh Earl of Derby, for 416,000*l.*

The political constitution of the island, said to be the oldest in Europe, is unique. The government is vested in the *Lieutenant Governor*, appointed by the Crown; the *Executive Council*, including the two 'Deemsters' (judges), the Clerk of the Rolls, the Receiver-General, the Attorney-General, the Bishop, the Archdeacon, and the Vicar-General; and the *House of Keys*, consisting of 24 members elected by male or female owners and occupiers. These three together constitute the *Court of Tynwald* (see p. 368). Acts of the British Parliament do not extend to the Isle of Man, unless it is specially named; and it is exempt from all imperial taxation. The island is divided for civil jurisdiction into two districts, and each of these into three 'Sheadings'. The first part of the title of the Bishop of Sodor and Man is derived from the 'Sudreys' (the Hebrides), once included in the see. — The Manx language, resembling Gaelic, is fast dying out.

A good general view of the coast is afforded by a trip round the island in one of the large steamers which leave Douglas once or twice a week during the summer, calling at Ramsey and making the circuit of about 70 M. in 5 hours (fares 3*s.* 6*d.*, 2*s.* 6*d.*). — Living in the Isle of Man is cheap as compared with fashionable resorts in the S. The leading hotels at Douglas, Ramsey, Peel, Castleton, etc., are good; the hotels in the country villages are small but as a rule clean and comfortable; lodgings and farm-house accommodation are abundant. — Man is noted for a breed of tailless cats. — The roads are usually well adapted for cycling; the long distance races of the British Automobile Club are held here annually.

Douglas. — **Hotels.** FORT ANNE, at the S. end of the bay, R. 3*s.* 6*d.*, D. 4*s.*; VILLIERS, close to the pier, pens. from 9*s.*; *PEVERIL (R. or D. 4*s.*), SEFTON, GRAND, GRANVILLE, ATHOLL, CENTRAL, MÉTROPOLE, all on the Esplanade; CASTLE MONA, pens. 8*s.* 6*d.*; *DOUGLAS BAY, well situated on the cliffs to the N., R. 4-5*s.*, D. 4*s.* — Innumerable *Boarding Houses* facing the sea (from 5*s.* 6*d.*).

Theatres. *Grand*, Victoria St.; *Gaiety*, Marine Road; *New Empire* (variety entertainment), Regent St. — **Dancing Pavilions.** *Palace*; *Derby Castle*; variety entertainments and concerts in the afternoon; concerts of sacred music on Sun. at the Palace. — *Victoria Baths*, Victoria St.; *Bath Establishment*, Castle St.

Electric Tramways to *Laxey* and *Ramsey* (see below) and to *Port Soderick* (see below; return-fare 1*s.*). — **Cable Tramway** from Victoria Pier to Broadway (*½d.* up, 2*d.* down). — **Horse Cars** from Victoria Pier to Derby Castle (2*d.*).

Steamer to *Ramsey* (ca. 1 hr.; fare 1*s.* 6*d.*), on Thurs. (also on Frid. in July & Aug.); to *Liverpool*, *Fleetwood*, *Heysham*, etc., see p. 364; round the Island, see p. 365.

Golf. *Fort Anne Links* (18 holes) on Douglas Head; also links (9 holes) at *Port-e-Chee*, 1 M. to the N.W. of the Pier. — *Yachts* for sailing excursions.

Coach frequently in summer to *Port Erin* (return-fare 5*s.*). *Excursion Brakes* to *Laxey*, *Ramsey*, etc.

Douglas, the capital of the island, with 19,223 inhab., lies on a fine bay, in which is the islet of *Conister*, with a *Tower of Refuge*. Handsome new streets have displaced most of the old town, and a fine *Promenade* skirts the shore. The *Victoria Pier* is 1620 ft. long, and the *Red Pier* 540 ft. The huge *Dancing Pavilions*, of iron and glass, are conspicuous features. The *Castle Mona Hotel* was formerly the residence of the dukes of Atholl (see p. 365). *Port Skillion*, at the foot of *Douglas Head*, reached by ferry across the harbour (1*d.*), has excellent open-air bathing for gentlemen.

Walks. Among the most interesting points near Douglas are *Douglas Head* (view), the S. arm of the bay, round which runs a beautiful Marine Drive; the *Nunnery*, a modern but very picturesque mansion, on an ancient foundation (cross the bridge at the head of the harbour and turn to the right); *Port Soderick*, 3 M. to the S., reached by the above-mentioned Marine Drive (tramway, see above; railway, see p. 367); and (1½ M.) *Braddan*, with its old and new churches and Runic monuments.

From Douglas to Laxey and Ramsey, 18 M., electric tramway in 1½ hr. (fare 2*s.*; to Laxey 1*s.*). The tramway starts from Derby Castle and runs along the coast, passing the *Howstrake Golf Course* (private), *Groudle Glen* (whence a miniature railway descends to the beach; 1 M., fare 3*d.*), *Garwick Glen*, and the *Cloven Stones*. — 7½ M. **Laxey** (*Hotels*) is a thriving mining-village with 2000 inhab., in a beautiful glen. Its 'Mining Wheel', 72½ ft. in diameter (view from the top; fee 3*d.*), is one of the 'lions' of the island. The *Laxey Glen Gardens* are a popular resort. — [From Laxey a branch-line, diverging to the left and ascending in a wide spiral curve, runs to (4¾ M.) the top of **Snaefell** (2034 ft.; p. 365); return-fare from Derby Castle, 3*s.* 6*d.* Near the upper terminus is a *Hotel*, and there is another (*The Bungalow*) halfway up.] — Leaving Laxey, the line passes *Laxey Head* and runs towards the N. At (9 M.) *Bulgham* it threads a deep rocky cutting. Farther on it passes the (11½ M.) entrance of the *Dhoon Glens* (adm. 6*d.*; waterfalls), crosses the *Cornah*, and reaches (14 M.) *Ballaglas*. We then cross the peninsula ending in *Maughold Head* and regain the sea at (16½ M.) *Port Lewaigue* (p. 369). Fine view of Ramsey and its bay. — 18 M. *Ramsey*, see p. 369. This is the shortest route from Douglas to Ramsey; for the railway, see p. 368.

Longer Excursions. A good glance at the inland scenery is obtained by driving along the 'Long Road' and the 'Short Road', together 40 M. in length (excursion-brakes, 2*s.* 6*d.*-4*s.* each pers.; 6-7 hrs.). The route leads by *Braddan* (see above), *St. Trinian's* ruined chapel, and *Greeba* to (8 M.) *Ballacraine*, where we turn to the right and ascend *Glen Mooar*, passing the entrance to (10 M.) *Glen Helen* (p. 368). To the left is the *Spooyt Vane Waterfall*. 15 M. *Kirk Michael* (p. 368); 16 M. *Bishopscourt* (the episcopal palace, mostly rebuilt by Bishop Wilson); 18 M. *Ballaugh* (p. 368); 21 M. *Sulby* (p. 368), beyond which, to the right, are *Lezayre*

Church and *Ballakillingan* and *Milntown Parks*, at the foot of *Skyhill*. We then reach (24 M.) *Ramsey*, where a stay of 1-2 hrs. gives time for a visit to the (1 M.) *Albert Tower* (view). The 'Short Road', by which we return, is practically that followed by the electric tramway (see p. 366). Towards the end we pass *Onchan*, with its curious church and monuments, and descend rapidly into (16 M.) Douglas. — A finer route from Douglas to Ramsey is by the so-called '*Mountains Drive*' (18 M.), crossing the shoulder of *Snaefell* (p. 365), an ascent of which may be combined with this route, and descending through *Sulby Glen* (p. 368) to *Sulby*, where it joins the above-mentioned route. Yet another road leads over the summits of Snaefell and other mountains of the N. chain, affording magnificent panoramic views. — The following round is recommended to the moderate walker: walk from Douglas via *Braddan* (see p. 366) to (2½ M.) *Union Mills* (p. 368); train to *St. John's* (p. 368); visit *Glen Helen* (p. 368; there and back 6 M.), and go on to (4 M.) *Glen Meay* (p. 368) and (2½ M.) *Peel* (p. 368). — Other excursions may be made to *Castletown* (see below), *Port Erin* (coach, see p. 366), etc.

From Douglas to Port Erin, 16 M., railway in 1 hr. (fares 2*s*., 1*s*. 4*d*.; no second class). — 3½ M. *Port Soderick* (Mount Murray Hotel, 1 M. from the station); 6½ M. *Santon*; 9 M. *Ballasalla* (Rushen Abbey Hotel, pens. 7*s*.), with the ruins of *Rushen Abbey*, founded in the 11th century. — 10½ M. **Castletown** *(Castletown Hotel)* is the ancient capital and seat of government of the island. *Castle Rushen*, formerly the palace of the Kings of Man, was until 1890 the prison of the island (adm. 4*d*.). Pop. (1901) 1963.

The present building occupies the site of a castle of the 10th cent., which was besieged and almost entirely destroyed by Robert Bruce in 1313. Many mysterious stories are connected with some of its unfrequented apartments. The keep, banqueting hall, and chapel formed the royal residence; the late Rolls Office was occupied by the Derby family. The glacis was constructed by Card. Wolsey while he held the island as trustee for one of the Stanleys, then a minor. From the castle-tower Snowdon, Anglesey, the Mourne Mountains, and parts of Cumberland are visible. The clock in the S. tower was given by Queen Elizabeth and is still going. — In the market-place are an antique *Sun Dial* and a monument to Governor Smelt (1833). *King William's College*, an excellent school of over 200 boys, contains a collection of local fossils. Near the college is *Hango Hill*, where William Christian (Illiam Dhone) was executed in 1662 as a traitor to the 6th Earl of Derby (then King of the Island). On the isthmus between Castletown and *Derby Haven* (Marine Hydro Hotel), 1 M. from the station, are the *Castletown Golf Links* (Golf Links Hotel, 6*s*. 6*d*. per day). — Excursions may be made to *Derby Haven*, on the peninsula of *Langness;* to (1½ M.) *Malew Church*, with some curious relics; and to *Rushen Abbey* (see above).

11½ M. *Ballabeg;* 13 M. *Colby*. — 15 M. *Port St. Mary* (Golf Hotel, R. 2*s*., D. from 2*s*. 6*d*.; Shore, from 5*s*. 6*d*. per day; Bay View; Albert), a pleasant little fishing-port and seaside resort. It has a breakwater 1200 ft. long and a small golf-course.

Walkers are advised to quit the train here and go by the *Chasms* to Port Erin (2-2½ hrs.). We follow the road (soon becoming a cart-track) which leads to the right, opposite the Cumberland Inn, near the harbour. 5 min. *Fistard*. At (7 min.) a gate the track bends to the right; 5 min. Gate; 4 min. Gate, beyond which is the house where we pay (2*d*.) for admission to the enclosure containing the *Chasms, fissures resembling those mentioned at p. 225. We now follow the cliffs as closely as possible to (1 M.) *Spanish Head, which commands a view of the *Calf of Man*. From Spanish Head we can either keep on round the coast, or shorten the walk by striking inland to *Cregneesh* and following a track across the *Mull Hills* to (1 M.) *Port Erin* (p. 368).

16 M. **Port Erin** (*Falcon's Nest; Bellevue; Bay*, R. 3*s.* 6*d.*, pens. from 7*s.* 6*d.*), a picturesque watering-place, at the head of a narrow and deep bay, the mouth of which is partly protected by the striking ruins of a huge breakwater, destroyed by a storm. The N. arm of the bay is formed by the lofty **Bradda Head*, surmounted by a view-tower. Port Erin has a *Marine Laboratory* and in the neighbourhood is a golf-course (18 holes).

Port Erin and Port St. Mary are good starting-points for visits by boat (experienced boatman necessary) to some of the grandest coast scenery, the *Calf of Man*, the *Chickens Lighthouse*, etc.

From Douglas to Peel, 12 M., railway in $^3/_4$ hr. (fares 1*s.* 6*d.*, 1*s.*). — $2^1/_2$ M. *Union Mills*, 1 M. from Braddan (p. 366); $5^1/_2$ M. *Crosby*. To the right, at the foot of *Greeba*, lies *St. Trinian's* (p. 366). *Greeba Castle* is the residence of Mr. Hall Caine. — 9 M. *St. John's* (Junction Hotel, R. or D. 2*s.*), the junction for the Manx Northern Railway from *Foxdale* (on the S.) to Ramsey (on the N.). A little to the right (N.) of the station is the *Tynwald Hill*, a circular mound thrown up in very remote times for legislative meetings (comp. Icelandic '*Thingvall*'); and here all new Manx laws are promulgated on 5th July.

About 2 M. to the N. of St. John's (comp. p. 367) is the entrance (*Swiss Cottage Hotel*, D. 1*s.* 6*d.*) to *Glen Helen (adm. 6*d.*), one of the prettiest little valleys in the island, with the (1 M.) *Rhenass Falls*. — In the opposite direction lies (4 M.) *Glen Meay* (adm. 4*d.*), another small glen with a waterfall, opening to the sea, whence we may go on to (3 M.) *Peel* (comp. p. 367).

12 M. **Peel** (*Creg Malin*, on the shore; *Peel Castle*, R. 3*s.*, D. 2*s.* 6*d.*; *Marine*, pens. from 6*s.* 6*d.*) is a small town at the mouth of the *Neb*, with 3304 inhab., engaged in fishing, boat-building, and net, sail, and rope making. Golf-links $^3/_4$ M. from the town.

Peel Castle (adm. 3*d.*), dating in its present form mainly from the 15th cent., is a picturesque ruin, to which much historic and legendary interest attaches. It lies on *St. Patrick's Isle*, connected with the mainland by a causeway (ferry across the harbour 1*d.*). 'Fenella's Tower' is pointed out as the scene of Fenella's escape in Scott's 'Peveril of the Peak'. The *Round Tower* (50 ft. high) in the centre of the enclosure is of uncertain origin. The oldest part of the ruined *Cathedral of St. German*, also within the castle enclosure, is the choir (1226-47).

On the *White Strand* (1 M. to the W.) fossil pebbles are found. On *Peel Hill* (450 ft.), a high tower, termed *Corrin's Folly*, was built by a Nonconformist of that name as a burial-place; it affords a good general view of the town and castle.

From Douglas to Ramsey, 26 M., railway in $1^1/_2$-$1^3/_4$ hr. (fares 3*s.* 4*d.*, 2*s.* 2*d.*); tramway, see p. 366. From Douglas to (9 M.) *St. John's*, see above. 11 M. *Peel Road*; 12 M. *St. Germains*. — 16 M. *Kirk Michael* (Mitre; Railway), the churchyard of which contains several interesting Runic monuments. A little farther on *Bishopscourt* (p. 366) is passed on the left. — 19 M. *Ballaugh*, near the Curragh (p. 365). — 21 M. *Sulby Glen* (hotel).

This is one of the best starting-points for a visit to *Sulby Glen, a wider and more open valley than most of the Manx glens, somewhat recalling parts of the Highlands. [It may be approached also from above, from the 'Hut Station' of the Snaefell Electric Tramway (p. 366), which

may be reached either by the tramway or by the 'Mountains Drive' (p. 367).] A walk of 3½ M. from the station along the road through the valley brings us to the *Tholt-e-Will Hotel* (pens. 6s. 6d.), in the grounds of which (adm. 4d.) are the *Alt* and the *Tholt-e-Will Falls* (the latter insignificant). Tholt-e-Will lies near the N.W. base of *Snaefell* (p. 365), which may be easily ascended hence (motor-omnibuses). — From this point we may reach Ramsey viâ *Glen Auldyn*, to the N.E. of Snaefell.

22 M. *Sulby Bridge*; 24 M. *Lezayre*. — 26 M. **Ramsey** (*Queen's*; *Prince of Wales*, R. from 2s. 6d., D. 3s.; *Bay Hotel*; *Albion*, R. 2s. 6d., pens. 6s.; *Imperial*, pens. 6-7s., these all on the Esplanade; *Mitre*, in the town, unpretending; *Ramsey Hydro*; lodgings), a small town with 4729 inhab., is situated on the N.E. coast of the island, in the middle of a still finer bay than that of Douglas. The sandy beach affords excellent bathing, and there are a *Promenade*, a *Pier* (2200 ft. long), the *Mooragh Park* and *Lake*, and *Golf Links* (1 M. from the town).

The environs are pretty, and pleasant walks may be taken to (1 M.) the *Albert Tower* (view), and to (1½ hr.) *North Barrule* (1850 ft.), and thence along the ridge to (4 M.) *Snaefell* (p. 365). To the S. of the town the shore is rocky, and at low tide we may follow it to *Port Lewaigue* (pronounced 'league') and other rocky little creeks at the foot of *Maughold Head*. On the hill is *Kirk Maughold*, with a very curious church and monuments. One of the favourite excursions is that to *Sulby Glen* (see p. 368), with which may be combined *Glen Auldyn* (see above). — The *Ballaglass Falls* and *Ballure Glen* also are picturesque. — On a drive to (7½ M.) the *Point of Ayre*, the N. extremity of the island (fine sea view), we pass (4½ M.) *Kirk Bride*. The return may be made by *Andreas*, with a very lofty church-tower and some Runic monuments. About 1 M. to the S. of the village is the old fort of *Ballachurry*, a grassy mound of unknown date. — Beyond the Point of Ayre, the coast is lined with high sandy 'Broughs', which extend far down the W. side of the island.

44. From Liverpool to London.

The traveller from Liverpool to London has a choice of the lines of five different companies. The most direct route is by the *London & North Western Railway* to Euston Station, viâ Crewe and Rugby. The route of the *Midland Railway* (to St. Pancras) passes Matlock, Derby, Leicester, and Bedford, traversing the beautiful Derbyshire Peak (R. 45). The *Great Central Railway* (to Marylebone Station) passes Sheffield, Nottingham, Leicester, Rugby, and Aylesbury. The trains of the *Great Northern Railway*, to King's Cross, run by Manchester, Sheffield, Retford, Grantham, and Peterborough. The *Great Western Railway* to Paddington passes Chester, Shrewsbury, Birmingham, Warwick (Stratford-on-Avon), and Oxford. The fares are the same on all the lines (29s., 20s. 8d., 16s. 6d.; no second class on the Midland, Great Central, and Great Northern Railways). The time occupied by the fast trains (4-6 hrs.) is about the same on most of the routes. The principal day-expresses now consist of vestibuled corridor-trains (see p. xxii), with dining or restaurant cars, while sleeping-cars are attached to the night-trains (berth 5s. extra). On arrival passengers need not leave the last before 8 a.m. — The journey may be broken at any of the intermediate stopping-places. Luncheon-baskets may be obtained at the London, Liverpool, and other chief stations.

a. From Liverpool to London viâ Crewe and Rugby.

192½ M. London & North Western Railway (*Euston Station*) in 4-5½ hrs. (fares, see above). Passengers to or from America are conveyed in special vestibuled trains running between the *Riverside Station* at Liver-

pool (see p. 346) and *Euston Station* in London in 3¾ hrs., in connection with the Atlantic steamers.

The train starts at Lime Street Station (p. 346) and passes through deep cuttings in the red sandstone. 1 M. *Edgehill*. 1½ M. *Wavertree*, with the lofty campanile of its church to the right and the new buildings of the Liverpool *Blue Coat Hospital*. The large church at Sefton Park (p. 351) is visible on the same side. From (4 M.) *Allerton* a branch-line diverges to *Garston*, a town on the Mersey with 17,288 inhabitants. Beyond (8½ M.) *Ditton*, junction of a line to Warrington (p. 355), the train traverses part of Widnes (p. 355) and crosses the *Mersey* and the *Manchester Ship Canal* (p. 362) by an iron viaduct 2 M. long. 16 M. *Runcorn* (Royal Hotel), a river-port with 16,491 inhab., is the junction of a line to *Chester* (p. 290). A transporter-bridge (comp. p. 206) here crosses the Ship Canal. — 18 M. *Sutton Weaver*. We now cross the *Weaver*.

At (20 M.) *Acton Bridge*, where a branch diverges for (4½ M.) *Northwich* (p. 298), we join the main route from London to Scotland (see p. 519).

From Acton Bridge to Wigan, 22½ M., in ¾-1½ hr. This section of the main route to the N. runs through the busy district of S. Lancashire. 4 M. *Preston Brook*; 7 M. *Moore*. — 10 M. **Warrington** (p. 355). — 15 M. *Earlestown Junction*; 16 M. *Newton-le-Willows* (p. 355; junction for Liverpool). 17 M. *Golborne*; 19 M. *Bamfurlong*. — At (22½ M.) *Wigan* (p. 412) we join the line from Liverpool to Carlisle and the North.

We now traverse the fertile district which produces the famous Cheshire cheese. Beyond (24½ M.) *Hartford* the line passes through the smiling *Vale Royal*, watered by the Weaver. To the right is the manor-house of *Vale Royal*, the property of Lord Delamere. The hills of Wales are visible to the right.

34½ M. **Crewe** (**Crewe Arms*, connected with the station by a covered passage; *Royal*, plain; *Railway Rfmt. Rooms*), a town of 42,075 inhab., is the seat of the railway-works of the L.N.W.R., which employ 21,000 men. Crewe is also an important railway-junction, 600 trains passing through it daily.

Crewe Hall (Earl of Crewe), a modern Jacobean mansion, is a reproduction of the original building by Inigo Jones, which was burned in 1866.

From Crewe to Uttoxeter, 32 M., North Staffordshire Railway in 1-2¼ hrs. (fares 5*s*. 3*d*., 3*s*. 3*d*., 2*s*. 7*d*.). This line takes us through the heart of the **Potteries**, a busy manufacturing district in the N.W. of Staffordshire, where the celebrated English earthenware and porcelain are made. This district occupies the upper valley of the *Trent* for a distance of about 8 M., and is rich in iron and coal; but most of the clay and other materials used in the manufacture of pottery is brought from a distance. The Potteries may now be described as one large town; and, in fact, six of the chief towns (Stoke-upon-Trent, Hanley, Burslem, Longton, Tunstall, and Fenton) are to be federated in 1910 to form a single borough under the name of Stoke-upon-Trent, with a population of 236,000. In every direction rise chimneys, furnaces, warehouses, and drying-houses. The importance of this industry is in great measure owing to the enterprise of *Josiah Wedgwood* (1730-95), a native of Burslem (p. 371), who established his works at Etruria (see below). *Minton* and *Copeland* also did much to promote the industry.

18¾ M. *Etruria*, a village named from the erroneous belief that the ancient vases copied by Wedgwood (round whose pottery-works it sprang

up) had been found in Etruria. — 15 M. **Stoke-upon-Trent** (**North Stafford; Wheatsheaf; Rail. Refreshment Rooms*), a town with 30,456 inhab. (but see p. 370), is a busy railway-junction and a chief seat of the pottery-manufacture. In front of the large station are statues of *Wedgwood* (d. 1795) and *Minton* (d. 1836; see p. 370). A visit should be paid to the show-rooms of Minton, Copeland, Brown-Westhead, or Doulton. *Trentham Hall*, near Stoke, was offered in 1905 by the Duke of Sutherland to the Stafford County Council, for the purposes of higher education, but the offer was declined. — A line runs to the N. from Stoke, viâ (2½ M.) *Hanley*, with (1901) 64,524 inhab., the 'Metropolis of the Potteries', (4¼ M.) *Burslem* (38,766 inhab.; American Consul, E. B. Walker), (5 M.) *Tunstall*, and (11 M.) *Mow Cop*, to (14 M.) *Congleton* (p. 364). At Burslem is the *Wedgwood Institute*, containing a school of art and a museum; it is elaborately adorned with porcelain plaques and friezes. About 1½ M. from Mow Cop, so called after a hill (1100 ft.; view) crowned by an artificial ruin, is **Moreton Old Hall*, an admirable specimen of an Elizabethan mansion (adm. daily).

26 M. *Leigh*, the church of which has a 14th cent. tower. — 32 M. **Uttoxeter** (*White Hart*), sometimes pronounced *Uxeter*, the birthplace of Mary Howitt (1805-88), is a pleasant little town of 5133 inhabitants. It was at Uttoxeter market that Dr. Samuel Johnson's father kept the book-stall, at which his son on one occasion refused to take his place. Many years later he did penance for his disobedience by standing for a considerable time bareheaded in the rain, on the spot formerly occupied by his father's stall. — From Uttoxeter to Burton and to Derby, see pp. 202, 407.

From Uttoxeter to Macclesfield, 33 M., railway in 1¼-2½ hr. (fares 5*s.* 5*d.*, 3*s.* 5*d.*, 2*s.* 8½*d.*). This picturesque route is known as the 'Churnet Valley Line'. — 4½ M. *Rocester* (see p. 407) is the junction for Ashbourne (p. 407). Near (8 M.) *Alton* is **Alton Towers*, the picturesque seat of the Earl of Shrewsbury, with beautiful grounds (no adm. at present). About 2 M. to the S. of Alton are the ruins of *Croxden Abbey* (13th cent.). — 19 M. **Leek** (*George; Red Lion*, R. 2*s.* 6*d.*, D. 2*s.*), a silk-thread-making town (15,484 inhab.), has a fine church (injured by restorers), an art-gallery, and technical schools. The churchyard contains several interesting tombstones and affords, at the summer solstice, a view of a curious phenomenon, the sun appearing to set twice on the same day behind a hill to the W. of the town. To the N. of Leek are (1 M.) the ruins of *Dieulacresse Abbey* (founded 1214), incorporated in a farm-house. From Leek a short branch-line runs to the S. to (8 M.) *Waterhouses*, where it meets the Manifold light railway to Hulme End, near Hartington (p. 405). From (21 M.) *Rudyard* (Hotel Rudyard; Lake Pavilion; Railway Hotel), at the S. end of an artificial lake 2¼ M. in length, or from (24 M.) *Rudyard Lake Station*, with golf-links, at the N. end, interesting excursions may be made to *Winkle* and *Ludchurch* (p. 405). At (24 M.) *Rushton* is the '*Chapel in the Wilderness*', with an interesting E.E. timber nave-arcade. — 28 M. *North Rode*, on the line from Macclesfield to Congleton (p. 364). The church of *Gawsworth*, 2 M. to the N., contains some interesting tombs of the Fitton family, the ancient proprietors of *Gawsworth Old Hall*, a timber-built mansion close by. — 33 M. *Macclesfield*, see p. 364.

From Crewe to Whitchurch, 13 M., railway in 20-36 min. (2*s.* 6*d.*, 1*s.* 4*d.*, 1*s.* 2*d.*). — 9 M. *Nantwich* (7722 inhab.). 13 M. *Whitchurch*, see p. 288.

From Crewe to *Manchester*, see p. 363; to *Chester*, see p. 298.

On leaving Crewe we have a view of the tower of *Crewe Hall* (p. 370), among trees, to the left. Beyond (42½ M.) *Madeley* we cross the line from Wellington to *Newcastle-under-Lyme*, a town with 19,914 inhab., in the Potteries (see p. 370). — 53½ M. *Norton Bridge* (Railway Hotel), junction of a line to Stone and Stoke (comp. p. 364). — We now pass Stafford Castle (p. 372) on the right.

58½ M. **Stafford** (*North Western*, R. 5*s.*, D. 2*s.* 6*d.*-3*s.* 6*d.*; *Swan; Vine*, R. & B. 4*s.* 6*d.*; *Rail. Rfmt. Rooms*), the county-town of Stafford-

shire, with 20,894 inhab., situated on the *Sow*, 3 M. above its junction with the *Trent*. It carries on an extensive manufacture of boots and shoes. Victoria Road, crossing the river and passing the *County Technical School*, leads direct to *St. Mary's Church*, a handsome cruciform edifice, with an octangular tower and a late-Norman nave (1189). In the N. aisle is a bust of *Izaak Walton* (1593-1683), a native of Stafford, who was baptized in this church. Close by, at the corner of St. Mary's Gate and Greengate, is the picturesque old *High House* (1555). Nearly opposite the High House is *St. Chad's*, a restored Norman church. The *Borough Hall*, in Eastgate, contains the *Wragge Museum* (11-4, Wed. 11-1) and the *Public Free Library*. The *William Salt Library*, in Bank Passage, is a valuable collection of old books and MSS., drawings, and engravings. In Greengate are the well-equipped *Royal Brine Baths*.

About 1½ M. to the N.W. of the town, on the Newport Road (passing the back of the station), is **Stafford Castle**, a square building with towers at the corners, finely situated on a hill commanding an extensive view. It belongs to Lord Stafford, but is now untenanted, except by the keeper (adm. 9 till dusk, 3*d*.). Part of the old Norman keep is extant.

From Stafford to Shrewsbury, 29 M., railway in ¾-1¼ hr. (fares 5*s*. 2*d*., 2*s*. 9*d*., 2*s*. 5½*d*.). Near (11 M.) *Newport* (Shakespeare; Barley Mow, R. 3*s*., D. 2*s*. 6*d*.), with a fine 15th cent. church, are *Aqualate Hall*, with a small lake, and *Chetwynd Park*. — 19 M. *Wellington*, and thence to (29 M.) *Shrewsbury*, see p. 281.

From Stafford to Uttoxeter, 15 M., railway in 35-50 min. (fares 2*s*., 1*s*. 8*d*., 1*s*. 3*d*.). Near (5½ M.) *Ingestre* is *Ingestre Park*, a seat of the Earl of Shrewsbury. At (11 M.) *Chartley* are the ruins of an old castle of that name and a fine park once noted for its wild white cattle. At *Chartley Hall* is shown a room in which Mary, Queen of Scots, was imprisoned for some time. — 15 M. *Uttoxeter*, see p. 371.

From Stafford to (15 M.) *Wolverhampton*, see p. 280.

Beyond Stafford the line turns to the left (E.). To the left lie *Ingestre Hall* and *Park* (see above). From (65 M.) *Colwich* (Stafford Arms), with a Dec. church (to the right), a line runs N.W. to *Stone*, where it unites with the line from Norton Bridge to Stoke (p. 364). This is sometimes used as an alternative route by the Manchester express-trains. About 1 M. to the E. is *Shugborough Park*, the seat of the Earl of Lichfield and birthplace of Anson (1697-1762), the voyager. *Wolseley Hall* and *Park* are also visible to the right. The train follows the pretty valley of the *Trent*. — From (68 M.) *Rugeley Junction* a branch runs to *Rugeley* (Shrewsbury Arms), the square church-towers of which are seen to the right, and *Walsall* (p. 278). Near (71 M.) *Armitage* we leave the Trent, which here turns to the N. To the right is the hilly district called *Cannock Chase*, formerly a royal forest, and now an important mining region (coal and iron). As we approach Lichfield we have a view of its graceful cathedral-spires to the right.

76 M. **Lichfield.** — **Railway Stations** (both L. & N.W.R.). *Trent Valley*, on the main London line, 1½ M. to the E. of the town (omn. 6*d*.). *City Station*, to the S., for Birmingham, Burton, Derby, etc.

Hotels. George, the scene of Farquhar's 'Beaux' Stratagem', R. from 4*s*., D. from 2*s*. 6*d*., Swan, R. 4*s*., D. 2*s*. 6*d*.-4*s*., both in St. John Street.

Lichfield, pleasantly situated between the *Minster Pool* and *Stowe Pool* (p. 375), is a small city with 7902 inhab., a fine cathedral, and many interesting associations with Dr. Samuel Johnson, who was born here in 1709.

Lichfield was the birthplace also of *Elias Ashmole* (1617-92; p. 254), the residence of *Dr. Erasmus Darwin* (1731-1802), and the early home of *David Garrick* (b. 1717 at Hereford), facts now commemorated by tablets on their houses. In the 18th cent. Lichfield was the home of a well-known literary coterie, including *Anna Seward*, the 'Swan of Lichfield', whose father was a canon of the cathedral; *Rich. L. Edgeworth* (father of Maria Edgeworth) and the beautiful *Honora Sneyd*, afterwards his wife; *Thos. Day* (author of 'Sandford and Merton'); and for a short period, *Major John André*.

As we approach the town from the Trent Valley Station we pass the *Church of St. Michael*, where Johnson's father and mother are buried, with epitaphs composed by their son (in the central aisle). Straight on is the Market Place, in which rise a colossal *Statue of Johnson*, erected in 1838, with bas-reliefs of scenes from his life on the pedestal, and a *Statue of Boswell*, erected in 1908. To the left is the *Church of St. Mary*, with a tall spire, the register of which contains an entry of Johnson's baptism. Opposite, at the corner of the market-place, is the house in which Johnson was born, recognizable by the memorial tablet and by the three painted pillars in front. It now contains a number of personal relics, MSS., portraits, etc. of Johnson and Garrick (adm. 10-6, 3*d.*).

The old *Three Crowns Inn*, in the market-place, entertained Johnson and Boswell when they visited Lichfield in 1776, and here Johnson expatiated in praise of Lichfield and its inhabitants, who, he said, were 'the most sober, decent people in England, the genteelest in proportion to their wealth, and spoke the purest English'.

The site of the *Infant School* attended by Johnson, and the house where *Lord Brooke* was killed in 1643, by a bullet from the cathedral-tower, are indicated by tablets in Dam Street, leading from the market-place to the S.E. corner of the cathedral.

From the market-place St. John St. leads to the N., passing the *Museum & Public Library* and the *Probate Court* (on the site of Garrick's house, see above), to the W. front of the cathedral.

The *Cathedral, a building of red sandstone, dedicated to St. Mary and to St. Chad (d. 672), the patron-saint of Lichfield, and situated in a small but picturesque close immediately above the *Minster Pool*, dates mainly from the 13-14th centuries.

The diocese of Lichfield was formerly of immense size, having been at first conterminous with the kingdom of Mercia, and no fewer than twelve other modern sees once lay wholly or in part within its borders. At the end of the eighth century the bishop of Lichfield bore for a short time the archiepiscopal title (see also p. 291). — A church, dedicated to St. Peter, was built at Lichfield in the 7th cent.; but the earliest building known to have occupied the present site of the cathedral was a Norman church dating from about 1100. The oldest part of the existing building is the lower part of the W. half of the choir, erected about 1200; the transepts followed in 1220-40; the nave dates from about 1250, and the W. front from about 1280; while the lady-chapel and presbytery belong to the beginning of the 14th century. The cathedral-close was formerly surrounded by a wall and ditch, and in 1643 the cathedral was defended against the Puritans, who battered down the central tower and demolished many carvings, monuments, and windows. It was, however, soon restored.

In the 19th cent. the building underwent the inevitable restorations of *Wyatt* and *Gilbert Scott*.

Lichfield Cathedral is sometimes styled the 'Queen of English Minsters', and though surpassed by other cathedrals in age, size, grandeur of site, and elaborate decoration, it has yet a good claim to the title in the exquisite symmetry, proportion, and picturesqueness of its general effect. The most conspicuous external features are the three beautiful spires and the fine W. façade. The central steeple (by Wren) is 258 ft., and those at the W. end each 198 ft. high. The **W. Façade*, dating from about 1280, is one of the most graceful and harmonious in England; and it has an advantage over such a front as that of Peterborough (p. 395) in its organic connection with the rest of the building. It is covered with niches for about 100 statues, now almost all filled with modern figures. The door of the N. transept is a fine piece of E.E. work. — The main dimensions of the cathedral are: length (interior), 370 ft.; width of nave and aisles, 67 ft.; width across transepts, 149 ft.; height, 57 ft. The daily services are at 8 a.m., 10 a.m., and 4 p.m. We enter by the W. portal.

The *Interior (adm. at any hour of the day; no fee) is worthy of the exterior; its proportions are very harmonious and pleasing, while the red hue of the stone gives an impression of great richness and warmth. The Nave is in the early-Dec. style, with a beautiful triforium. The aisles are unusually narrow. Most of the ancient monuments have been destroyed, but many of the modern ones are interesting, such as those of Lady Mary Wortley Montagu (W. end of N. aisle), Johnson, and Garrick. The last is provided with an epitaph by Johnson. In the N. aisle is a monument erected by *Miss Seward* (d. 1809) to her parents, with an inscription by Sir Walter Scott referring to the poetess herself. The Transepts are E.E., with Perp. insertions. In the aisle of the S. transept are busts of Dr. Johnson and Garrick, by *Westmacott*.

The *Choir, which deflects palpably towards the N., was erected about 1200; but the E. half, forming the *Presbytery*, was rebuilt in 1325, while the clerestory of the W. part was altered also. The junction of the E.E. and Dec. styles is easily distinguishable. The reredos and choir-screen were designed by *Scott*. The stalls (modern) were carved by Mr. Evans, a cousin of George Eliot and said to have been the original of Seth in 'Adam Bede'. The floor, in Minton tiles, represents the early history of the diocese. At the E. end of the S. aisle is a celebrated monument, the **Sleeping Children* of Mrs. Robinson, by Chantrey; and at the corresponding place in the N. aisle is the kneeling figure of *Bp. Ryder* (d. 1836), also by Chantrey. In front of the latter is the effigy of *Bp. Lonsdale*, by G. F. Watts. A medallion in the S. aisle commemorates *Erasmus Darwin* (1731-1802), and a tablet recalls *Hodson* of 'Hodson's Horse'. Here, too, is the curious monument of *Sir John Stanley* of Pipe. — At the E. end of the choir is the Lady Chapel, built about 1300, and terminating in a polygonal apse (the only Gothic apse in an English cathedral). The **Stained Glass Windows* (except the two most W.) date from 1530-44 and were brought in 1802 from a convent near Liège. The ten figures of virgin saints and martyrs are modern (1895). The altar-piece was carved at Ober-Ammergau. — A door in the N. aisle of the choir opens on a vestibule leading to the Chapter House, an octagonal room, with a ribbed roof supported by a central shaft. A room above contains the diocesan *Library*, among the treasures of which are an illuminated MS. of 'Chaucer's Canterbury Tales', a Saxon copy of the Gospels ('St. Chad's Gospels'; not later than 700; exhibited in a glass-case behind the reredos of the choir), and Dr. Johnson's copy of 'South's Sermons' (1694), used in the compilation of his Dictionary. — To the S. of the choir is the Sacristy, now used as the Dean's Court, over the entrance to which is a minstrel gallery of the 15th century. The upper story, long used as a muniment room, was restored in 1897 to its original condition as the **Chapel of St. Chad*.

The *Episcopal Palace* is on the N. side of the close, and on the S. is a *Theological College*. — At the S. end of St. John St. is *St. John's Hospital*, a curious old structure, with eight large buttress-

LICHFIELD CATHEDRAL.

Feet 50 100

Metres 10 20 30

N.

Lady Chapel

Bp. Ryder

Children

Chapter House

Presbytery

N. Aisle

S. Aisle

Dean's Court

CHOIR

N. Transept

S. Transept

Pulpit

N. Aisle

NAVE

S. Aisle

Miss Seward

Font

Dean Addison

like chimneys and a chapel. Near this is the *Free Grammar School*, attended by Johnson, Addison, and Garrick, which was rebuilt in 1850 and again in 1902.

Environs. To the N.E. of Lichfield lies *Stowe Pool*, along which a pretty walk leads to *Stowe* and the ancient church of *St. Chad*, containing the tomb of Lucy Porter, Johnson's step-daughter. — *Wall*, the site of the Roman *Etocetum*, is situated 2 M. to the S., on Watling Street (p. 268). Remains of ancient earthworks are still visible. Another Roman road, named *Riknild Street*, leads from Lichfield towards the N.E.

From Lichfield to *Birmingham*, see p. 278; to *Derby* and to *Walsall*, see p. 378.

Beyond Lichfield the train passes between the parks of *Fisherwick* (left) and *Tamhorn* (right) and crosses the *Tame*. From (82½ M.) *Tamworth* (p. 202), where our line intersects the Midland Railway from Birmingham to Derby (R. 24), the train follows the direction of the *Anker*. At (90 M.) *Atherstone* (Red Lion, R. 2*s.* 6*d.*), in the Three Tuns Inn, Henry of Richmond passed the night before the Battle of Bosworth (1485), the field of which lies about 5 M. to the N.E.

95 M. **Nuneaton** *(Newdegate Arms; Bull; Rail. Rfmt. Rooms)*, a ribbon-making town of 24,995 inhab., with an old Gothic church and the remains of a nunnery, fitted up as a church.

Robert Burton (1577-1639), author of the 'Anatomy of Melancholy', was born at *Lindley*, 2 M. to the N.E.; and Michael Drayton (1563-1631), author of the 'Polyolbion', at *Hartshill*, 2 M. to the N.W.

From Nuneaton to Coventry, 9½ M., railway in ¼-½ hr. (fares 1*s.* 8*d.*, 11*d.*, 9½*d.*). This line runs through 'George Eliot's country'. Nuneaton itself is the 'Milby' in 'Scenes from Clerical Life'. 1 M. *Chilvers Coton* is the 'Shepperton' of the same volume. Close by lies *Arbury Farm*, where *George Eliot* (*Mary Anne Evans*; 1819-80) was born, and not far off is *Griff House*, where she spent the first twenty years of her life (comp. p. 272). — 3 M. *Bedworth*. — 9½ M. *Coventry*, see p. 271.

From Nuneaton to *Wigston* and *Leicester*, see p. 381.

110½ M. *Rugby*, and thence to (192½ M.) *London*, see pp. 271-266.

b. From Liverpool to London viâ Matlock and Derby.

220 M. Midland Railway in 4½-6 hrs. (fares, etc., see p. 369). There is no second class on this line, but the third-class carriages are good.

From Liverpool to (24 M.) *Glazebrook*, see pp. 355, 356. The London line here diverges to the right from that to Manchester. At (38 M.) *Tiviot Dale*, one of the stations of *Stockport* (p. 363), our line is joined by the direct line of the Midland railway from Manchester (Central Station) to London (comp. p. 364), while the trains from Victoria Station come in at (41 M.) *Romiley*. Beyond (42¾ M.) *Marple* we enter Derbyshire, and the hills of the *Peak District* (R. 45) become visible to the left, at some distance.

We now traverse the valley of the *Goyt*, the beauties of which are marred by factories. At (46¼ M.) *New Mills* we obtain, on the left, a distant view of Kinder Scout (p. 403), and farther on we pass the conical *Chinley Churn* (1490 ft.). — 50¼ M. *Chinley* is the junction for Dore and Sheffield (p. 405) and for Buxton (p. 404). — Beyond (51¾ M.) *Chapel-en-le-Frith*, another of

the starting-points for an exploration of the Peak (comp. p. 404), the line threads the *Dovecholes Tunnel*, over 1½ M. long, and reaches its culminating point (985 ft.) at (55½ M.) *Peak Forest Station*. It then descends rapidly, through the *Great Rocks Dale*, to (60 M.) *Miller's Dale* (Rail. Rfmt. Rooms), the junction of a short branch to Buxton (p. 404), where we have a picturesque glimpse of *Cheedale* (p. 405) to the left. Omnibus to Tideswell (p. 402). — We here enter the romantic **Valley of the Wye*, and the scenery between this point and Matlock is the most attractive on the line. Two tunnels. 62¾ M. *Monsal Dale*. Beyond the *Longstone Tunnel* we reach (65½ M.) *Hassop* and (66½ M.) *Bakewell* (p. 400). Tunnel. 70 M. *Rowsley* is the nearest station for Haddon Hall and Chatsworth (see p. 399). Beyond Rowsley the Wye flows into the *Derwent*, the broad valley of which, here called *Darley Dale*, we now follow. The river is crossed and recrossed several times. 72¼ M. *Darley Dale*. A yew in the churchyard (left) is said to be 2000 years old. — Beyond (74¼ M.) *Matlock* the train passes through the *High Tor Tunnel* and reaches (75½ M.) *Matlock Bath* (see p. 398).

Beyond Matlock the train threads another long tunnel. 76¼ M. *Cromford* (*Greyhound, plain, R. from 2*s.*, D. 2*s.* 6*d.*), the 'cradle of the cotton manufacture'; the village and *Willersley Castle*, the seat of the Arkwright family, lie about ½ M. to the right. It was here that Richard Arkwright (p. 413) built his first cotton-mill in 1770. — 79 M. *Whatstandwell;* 81 M. *Ambergate* (Hurt Arms), the junction of lines to Chesterfield (p. 443) and Sheffield (p. 386) and to Mansfield (p. 408) viâ *Sutton Junction*. — 84 M. *Belper* (Lion, R. 3*s.*, D. 2*s.* 6*d.*), a small hosiery and cotton manufacturing town with 10,934 inhabitants. — 86 M. *Duffield*, with the remains of a fine Norman castle (11th cent.), is the junction of a line to (8½ M.) *Wirksworth*. — We now quit the hilly district and enter the wide plain of Central England. The town of Derby soon comes into sight on the right, before entering the station of which we cross the Derwent Canal and the Derwent.

91½ M. **Derby.** — Hotels. *Midland (Pl. a; D, 4), at the Midland Railway Station, 1 M. from the centre of the town, R. from 4*s.*, D. from 2*s.* 6*d.*; *St. James's (Pl. b; B, 2), St. James St., R. 4*s.*; Royal (Pl. c; B, 2), Corn Market; Bell, commercial; Wood's Temperance. — *Rail. Rfmt. Rooms.*

Electric Tramways run from the centre of the town through the principal streets to the *Midland Station* (Pl. D, 3) on the E., to the *Friar Gate Station* (Pl. A, 1, 2; G. N. R.) on the W., and to various other points in the suburbs.

Cab 1*s.* per mile; from the Midland Station into the town 1*s.* 6*d.*

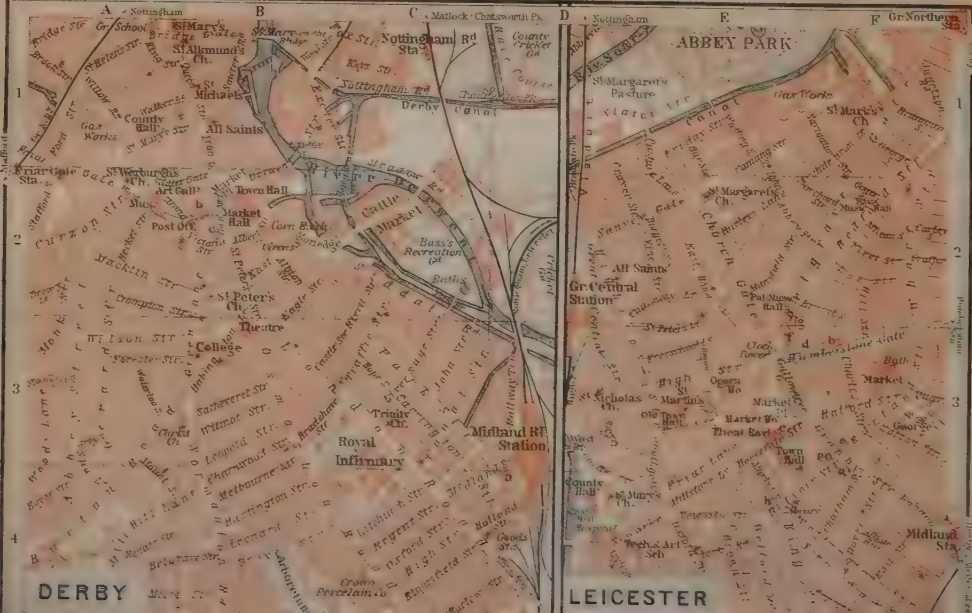
Theatre (Pl. B, 3), Babington Lane; adm. 6*d.*-3*s.* — *Palace Theatre of Varieties*, Albert St. (Pl. B, 2).

Post Office (Pl. B, 2), Victoria St., corner of St. James St.

American Consular Agent, *Chas. K. Eddowes*, Strand.

Derby, the county-town of Derbyshire, with (1901) 105,785 inhab., lies on the *Derwent*, opposite the site of the Roman *Derventio*.

Derby, first mentioned in Bede, was one of the Danish 'Five Boroughs', finally conquered for the crown of Wessex by Edmund in 941; the others



DERBY
LEICESTER
ABBEY PARK
Nottingham
Matlock Chatsworth Pk
Gr. Northern Sta.
St Mary's
St Alkmund's Ch.
St Michaels
All Saints
County Hall
Gas Works
Friar Gate Sta.
St Werburgh's Ch.
Art Gall
Town Hall
Market Hall
Post Off.
Curzon Str.
Nottingham Rd Sta.
County Cricket Gd
Derby Canal
Cattle Market
Bass's Recreation Gd
Baths
St Peter's Ch.
Theatre
College
Wilson Str.
Sacheverel Str.
Wilmot Str.
Leopold Str.
Charnwood Str.
Melbourne Str.
Hartington Str.
Trinity Ch.
Royal Infirmary
Midland Rd Station
Crown Porcelain Co
Goods Sta.
Midland Sta.
St Margaret's Pasture
Gas Works
St Mark's Ch.
St Margaret's Ch.
All Saints
Gr. Central Station
Pal Music Hall
Humberstone Gate
Market
Opera Ho
St Nicholas Ch.
St Martin's
Old Town Hall
Market Ho
Theat Royl
Town Hall
County Hall
St Mary's Ch.
Tech & Art Sch
Midland Sta.

being Lincoln, Leicester, Stamford, and Nottingham. William the Conqueror presented the town and its environs to his natural son, 'Peveril of the Peak'; but the last relics of the castle erected by the latter are said to have disappeared in the reign of Queen Elizabeth. In 1745 Derby was the most southerly point reached by Charles Stuart and his Highlanders in their attempted march to London. — *Samuel Richardson* (1689-1761), the author of 'Clarissa Harlowe'; *Joseph Wright* (1734-97; 'Wright of Derby'), the painter; *Hutton* (d. 1815), the topographer; and *Herbert Spencer* (1820-1903) were born at Derby. Dr. Erasmus Darwin wrote many of his works at Derby, and died here in 1802. — Derby is said to be the *Stoniton* of 'Adam Bede', and the *County Hall* (Pl. A, 1) in St. Mary's Gate the scene of Hetty Sorrel's trial. — The manufacture of silk, hosiery, elastic fabrics, cotton, iron, porcelain, and ornaments of Derbyshire spar is briskly prosecuted here. The first silk-mill (now pulled down) in England was erected at Derby in 1718 on an island in the Derwent. The extensive works of the Midland Railway (visitors admitted) cover nearly 170 acres and employ 10,000 men.

Starting from Victoria St. (Pl. B, 2), in the centre of the town, we proceed to the W. through the Wardwick, in which is the building containing the *Museum & Library* (daily, 10-9) and the *Corporation Art Gallery* (10-9, Tues. & Wed. 10-5; Tues. 6*d.*, Mon., Wed., & Sat. free, Thurs. & Frid. 1*d.*; entr. from the Strand), to the Friar Gate, the broadest and best-built street in the town. To the right is the modernized *St. Werburgh's Church* (Pl. A, 2), the register of which contains the entry of Dr. Johnson's marriage in 1735. Here we turn to the right and pass through Cheapside into *Sadler Gate*, leading to the Market Place (Pl. B, 2) with the *Town Hall* and a *Statue of Michael T. Bass* (1799-1884), M.P. for Derby for 35 years, by Boehm. *Iron Gate*, opposite the Town Hall, leads to the N. to **All Saints' Church** (Pl. B, 1), with a fine Perp. Tower (175 ft. high) of the 16th cent., the architectural glory of the town, to which an incongruous body has been added.

The interior contains monuments by Roubiliac, Chantrey, and Nollekens; an almost unique wooden effigy of an abbot; a curious incised slab with the figure of an abbot; a fine iron chancel-screen; and the monument of *Bess of Hardwick* (p. 409; by the S. wall). Doles of bread are distributed here and at St. Werburgh's after the morning service.

Farther to the N., at the end of *Queen St.*, is the tapering spire (205 ft.) of *St. Alkmund's* (Pl. A, B, 1), 'founded 930, rebuilt 1844', behind which is the Rom. Cath. *Church of St. Mary*, by Pugin (good interior). — From this point we descend Bridge Gate to the right to *St. Mary's Bridge*, with the interesting little chapel of *St. Mary-on-the-Bridge* (14th cent.). — In St. Peter's St. is the church of *St. Peter* (Pl. B, 2), a Perp. edifice (14th cent.), with some earlier portions. It was restored and extended towards the W. in 1899-1900, and the tower was rebuilt.

The *Arboretum* (Pl. B, 4), a well laid out park, ½ M. to the S.W. of the Midland Station (tramway viâ Osmaston Road), contains a curious headless cross, said to have been used as a pay-table between the townsmen and peasants during the plague of 1665. In Osmaston Road are the *Works of the Crown Porcelain Co.* (daily 9.30-12 and 2-5, Sat. 9.30-12; adm. 6*d.*), the Show-rooms of which (9-5) are especially worth visiting. — *Derby Grammar School* was founded in 1160.

Derby is a very convenient starting-point for excursions to Chatsworth

and the Peak (comp. R. 45). Among the most interesting points in the immediate neighbourhood are *Locko Park* (no adm.), with a fine collection of paintings, 3½ M. to the N.W.; *Chaddesden*, 1½ M. to the E.; *Elvaston Castle*, 4 M. to the S.E.; and *Duffield* (p. 376).

The two principal lines of the Midland Railway part company at Derby, the one running to the S.W. to Burton, Birmingham, Worcester, Gloucester and Bristol (see R. 24), while the other runs S.E. to Leicester, Bedford, and London (see below).

From Derby to Walsall, 33½ M., L. & N. W. R. in 1½-2¼ hrs. (fares 5*s*., 3*s*. 1*d*., 2*s*. 9½*d*.). — 6¼ M. *Repton & Willington;* 11 M. *Burton* (p. 202). The line now follows the general direction of the Riknild Street (p. 373) as far as (21/2 M.) *Lichfield* (p. 372), beyond which it traverses a busy coal-mining district. — 33½ M. *Walsall*, see p. 278.

Beyond Derby the train follows the valley of the Derwent, and joins the London and Scotland trunk-line of the Midland Railway at (101 M.) *Trent Junction* (Rail. Rfmt. Rooms), at the confluence of the *Soar* and the *Trent*, whence the branch-line to Nottingham diverges (p. 389). The line turns to the S., crosses the Trent and the Soar, and enters Leicestershire, celebrated for its short-horned cattle, its sheep, and its hunters. — 107½ M. *Loughborough* (Bull's Head, R. or D. 3*s*.), a town with 21,508 inhab., who make lace and hosiery. It contains a good cruciform church, restored by Scott, and a large bell-foundry. About 3 M. to the W. of Loughborough is *Garendon Park* (visitors admitted), on the site of an Augustine monastery of 1133, with a 'miraculous' hawthorn (blooming at Christmas) in its beautiful grounds. — To the right are the heights of *Charnwood Forest*, culminating in *Bardon Hill* (p. 380). The train follows the valley of the *Soar*. About 1 M. to the S.W. (right) of (109½ M.) *Barrow-on-Soar & Quorn* lies *Quorndon*, headquarters of the well-known *Quorn Hunt*. Farther on, to the right, is *Mount Sorrel*, with granite quarries. — 115 M. *Syston*, junction for Melton Mowbray, see p. 380.

120 M. **Leicester** (comp. Plan, p. 376). — **Hotels.** *Grand (Pl. a; F, 3), Granby St., R. from 4*s*. 6*d*., D. 4*s*. 6*d*.; Bell (Pl. b; F, 3), Humberstone Gate, R. or D. 3*s*. 6*d*.; Royal (Pl. c; E, 3); Stag & Pheasant (Pl. d; F, 3), Humberstone Gate; Wellington (Pl. e; F, 3), R. 3*s*. 6*d*., D. 2*s*. 6*d*.; White Hart (Pl. f; E, 3), R. 3*s*. 6*d*., D. 2*s*. 6*d*., George (Pl. g; E, 2, 3), both in the Haymarket; Granville (Pl. h; E, 4). — *Wyvern (Pl. i; F, 4), R. from 2*s*. 6*d*., D. 3*s*., Royal Arcade, near the G. C. station, temperance hotels. — *Rail. Rfmt. Rooms.*

Electric Tramways (1*d*.) run from the Clock Tower (p. 379) through the principal streets to the various suburbs. — **Post Office** (Pl. F, 3), Granby St.

Theatres. *Royal* (Pl. E, 3), Horsefair St.; *Opera House* (Pl. E, 3). (Silver St.; *Palace Music Hall* (Pl. E, 2), *Pavilion* (Pl. F, 2), both in Belgrave Gate,

American Consular Agent, *S. S. Partridge.*

Railway Stations. *Joint Midland & L. N. W. Station* (Pl. F, 4), London Road; *G. N. R. Station* (Pl. F, 1), Belgrave Road, to the N.; *G. C. R. Station* (Pl. D, 2), Great Central St., near the river Soar and the Castle.

Leicester, the county-town of Leicestershire and a noted hunting-centre, is an ancient place with (1901) 211,574 inhab., situated on the river *Soar*. It is one of the chief seats of the boot and shoe manufacture, and the making of hosiery and elastic webbing is also extensively carried on.

Tradition ascribes the original foundation of Leicester to King Lear, and the present town occupies the site of the Roman *Ratae*, of which several interesting relics are preserved. Fourteen Roman pavements have been unearthed in the town; and 2 M. to the N., on the *Fosse Way*, which ran through Leicester, the oldest of the three Roman milestones found in Great Britain was discovered (now in the Museum, p. 380). Leicester was one of the Danish 'Five Boroughs' (p. 376). Richard III. spent the night before the battle of Bosworth (p. 381) in the Blue Boar Inn at Leicester, now demolished, and his body was brought back here for burial in the Grey Friars' church. On the dissolution of the monasteries, his remains were exhumed and thrown into the Soar from Bow Bridge (see below); a building beside the bridge bears the inscription: 'Near this spot lie the remains of Richard III., the last of the Plantagenets, 1485.' His stone coffin is said to have been afterwards used as a horse-trough for an inn. In the Civil War Leicester held out for the Parliament, and was taken in 1642 by Prince Rupert. Leicester was the birthplace of *Thomas Cooper* (1805-92), the Chartist, and of *Thomas Cook* (1808-92), of 'Cook's Tours'.

In the centre of the modern town, at the intersection of the five main streets, is a handsome *Memorial Cross* or **Clock Tower** (Pl. E, 3), erected in 1868, with effigies of Simon de Montfort, Sir T. White, Ald. Newton, and William of Wyggestone, four benefactors of Leicester. Proceeding to the W., through High St., we reach *St. Nicholas* (Pl. D, 3), the oldest church in Leicester, with a Norman tower (restored in 1905), some massive Norman masonry in the interior, and thin Roman bricks in the clerestory. Close to its W. end stands the so-called *Jewry Wall*, the chief Roman relic in Leicester, variously described as part of a temple or of a town-gate.

This wall derives its name from the fact that the Jews were formerly restricted to this part of the town. It is composed of rubble and Roman bricks, and is 75 ft. long and about 20 ft. high. On the E. side are four large archways; the W. side is concealed. — A tesselated Roman pavement (adm. 3*d.*) is preserved beneath the shop No. 52 St. Nicholas St., opposite the church and there is a finer one beneath the G. C. railway to the N. The latter is reached viâ Holy Bones St., Bath Lane, and Blackfriars (where the key is obtained at No. 23; adm. 2*d.*). — Farther to the W. is the *West Bridge* over the Soar, beyond which is *Bow Bridge* (see above), over an arm of the river.

To the S. of St. Nicholas is seen the slender modern spire of the **Church of St. Mary de Castro* (Pl. D, 4), an interesting old building exhibiting specimens of all the architectural styles from Norman (1107) to late-Perpendicular. The church stands at the entrance to the *Castle Yard*, the site of the old **Castle** (Pl. D, 4) of Leicester, built soon after the Norman Conquest and afterwards occupied by Simon de Montfort, the famous Earl of Leicester, and by John of Gaunt. Nothing remains except the modernized *Great Hall*, now used for the county-assizes, and some dungeons (apply to the keeper, in the Castle Yard). Adjacent is a large earthwork called the *Mount* or *Castle View*, on which the castle-donjon or keep formerly stood.

The ruined *Turret Gateway* to the S. leads to the Newarke (*i.e.* the new work), originally an addition to the castle, with the municipal *Technical and Art School* (1897) and, to the right, *Trinity*

Hospital (Pl. D, 4), an almshouse for the aged, founded in 1331 and rebuilt in 1776 and 1901 (visitors admitted). From the Newarke the *Magazine Gateway* (restored), adjoining the *Militia Barracks*, opens into Oxford St. We here turn to the left, then to the right by Peacock Lane, and ascend the narrow passage skirting the W. side of the churchyard of *St. Martin's* (Pl. E, 3). The *Old Town Hall* close to the church, in Town Hall Lane, was originally the chantry-house of the Guild of Corpus Christi. The old Mayor's Parlour (fee) contains some good Jacobean carving. The *Old Town Library* is open daily (except Frid.), 10-5.

Town Hall Lane is continued to the E. by Silver Street to the Market Place (Pl. E, 3), containing the *Market House*, with an outside-staircase, and a statue of the 5th *Duke of Rutland*. — In Horsefair St., to the S. of the market, is the new *Town Hall* (Pl. E, 3), with a clock-tower 145 ft. high, opposite which is the *Municipal Library* (1905). — At the S. end of Horsefair St. we turn to the left into Market St. and cross Belvoir St. into King St. To the left diverges the *New Walk* (Pl. F, 4) leading to the *Municipal Museum* (10-7; Sun. 2-5), which contains Roman and other antiquities and an admirably arranged zoological collection. The adjoining *Art Gallery* contains a fine work by *G. F. Watts* ('Fata Morgana'), two views of Venice by *J. M. W. Turner*, etc.

Farther to the S., in De Montfort Sq., is a *Statue of Robert Hall* (1764-1831), the celebrated preacher, who lived at Leicester for many years.

From the Clock Tower Church Gate leads to the N. to *St. Margaret's Church* (Pl. E, 2), with a Perp. tower. — *Wyggestone's Hospital* (comp. p. 379), founded in 1513 for 24 men and women, now occupies buildings in the Fosse Road; the charity also supports several schools.

About ¾ M. to the N. of the town are the insignificant but picturesque ruins of **Leicester Abbey**, dedicated to 'St. Mary of the Meadows', where *Cardinal Wolsey* died in 1530. The abbey was erected in the 12th cent., but the remaining ruins, except the gateway in the E. wall, date only from the 16th century. A house has been built with part of the old materials. The most convenient way to reach the abbey is to take the tramway viâ High St. and Great Central St. to *North Bridge* (1*d.*), beyond which Abbey Lane leads to the right to the entrance. Farther on Abbey Park Road leads to the right to the *Abbey Park* (Pl. E, 1), with its pretty flower-beds.

About 6 M. to the N.W. of Leicester is **Bradgate Park** (open on Mon. afternoon), with a fine avenue of chestnuts; the old house, now in ruins, was the birthplace of Lady Jane Grey (1535-54), whose father, the Duke of Suffolk, belonged to the family of the Barons Grey of Groby, a village in the neighbourhood. It was at Bradgate Park that Roger Ascham found his former pupil immersed in Plato, while the rest of the family were hunting in Charnwood Forest. — Nearly 2 M. farther on are the picturesque ruins of *Ulverscroft Priory*. — An interesting excursion may be made from Leicester to Bardon Hill, 12 M. to the N.W., which is most easily reached by railway (see p. 381). **Bardon Hill** (902 ft.) lies almost exactly in the centre of England and commands a very extensive prospect.

From Leicester to Melton Mowbray, 15½ M., Midland Railway in 20-50 min. (fares 2*s.*, 1*s.* 2½*d.*). — 5 M. *Syston*. About 2 M. to the N.E. is *Queniborough Hall*, said to be in the same condition as when occupied by Prince Rupert before the siege of Leicester in 1642. — 15½ M. **Melton Mowbray** (*Harborough; George; Bell*, B. 2*s.* 6*d.*, D. 5*s.*-7*s.* 6*d.*), a small town of 7454 inhab., is the metropolis of fox-hunting in the Midlands, with

numerous hunting-boxes and extensive stabling. In winter it is crowded with sportsmen. Melton Mowbray is famous also for its pork-pies and Stilton cheese. The parish-church is a fine E.E. edifice, with Dec. details. Beyond Melton Mowbray the line goes on viâ *Saxby* (junction for *Kettering*, see below) and *Stamford* to *Peterborough* (see p. 395). Another line runs to (23¼ M.) *Newark* (p. 451).

From Leicester to Burton, 30½ M., Midland Railway in 1-1½ hr. (fares 4*s.* 1*d.*, 2*s.* 6½*d.*). — 14½ M. *Bardon Hill Station* lies 1 M. to the S.W. of Bardon Hill (p. 380). Adjacent, but rather nearer Coalville, the following station, is the Cistercian monastery of *Mount St. Bernard*, the only 'mitred abbey' in England, built by Pugin the Elder. From (16 M.) *Coalville* a branch diverges to Nuneaton (p. 375), passing *Market Bosworth*, near which, in 1485, Richard III. was defeated and slain by Henry, Earl of Richmond. — 21 M. **Ashby-de-la-Zouch** *(Royal; Queen's Head*, R. 3*s.* 6*d.*, D. 3*s.*), a prosperous manufacturing town of 4722 inhab., in an extensive coal-field. The old *Castle*, built in the time of Edward IV. (1461-83) and now in ruins, gave a night's lodging to Mary Stuart in 1569, but is, perhaps, more familiar from the rôle it plays in 'Ivanhoe'. The old *Church* contains a celebrated 'Pilgrim's Tomb' (15th cent.; N. aisle), the tomb of the *Countess of Huntingdon*, Wesley's friend, and a curious 'finger-pillory' for disturbers of divine service. Near Ashby are the romantic ruins of *Grace Dieu Nunnery*. — 30½ M. *Burton*, see p. 202.

From (124 M.) *Wigston* branch-lines diverge to *Nuneaton* and *Birmingham* (p. 273), and to *Rugby* (p. 271). — 136 M. **Market Harborough** *(Angel; Three Swans; Peacock)*, another great hunting-centre, is a small town with 7735 inhabitants.

The *Church* is a fine Perp. structure of the 14-15th cent., with a 'broach' spire (see p. 1). There are traces of a Roman camp in the vicinity, and the town itself is probably of Roman origin. Charles I. had his headquarters here before the battle of Naseby (1645), and the house in which he slept is still pointed out. *Naseby* lies 7 M. to the S.W. — From Market Harborough branch-lines radiate to Northampton (p. 269), to Rugby (p. 271), to Melton Mowbray (p. 380), and to (14 M.) *Seaton*, the junction for *Uppingham*, with a well-known public school.

147 M. **Kettering** *(Royal; George; Rail. Rfmt. Rooms)*, a town of 28,653 inhab., has an interesting late-Perp. church, with a graceful crocketed spire. In a house on the N. side of the town is the room in which the first missionary meeting in England was held in 1792 by Andrew Fuller and a few other Baptists.

From Kettering to Huntingdon and Cambridge, 48 M., railway in 1½-1¾ hr. (fares 6*s.* 6*d.*, 3*s.* 9½*d.*). — 9 M. *Thrapston* (p. 270), from which a visit may be paid to the architecturally interesting churches of (½ M.) *Islip* and (2½ M.) *Lowick* (monuments and stained glass) and also to (1¾ M.) *Drayton*, a very fine specimen of a mediæval manor (15th cent.). At (17½ M.) *Kimbolton* is a fine old castle, in which Catherine of Aragon died in 1536. — 28 M. *Huntingdon*, and thence to (48 M.) *Cambridge*, see p. 396.

From Kettering to Oakham and Nottingham, 52 M., railway in 1-2½ hrs. (fares 6*s.* 10*d.*, 4*s.* 3½*d.*). This line forms an alternative route for some of the Midland expresses to the N. — At (5 M.) *Geddington* is a fine *Eleanor's Cross* (p. 270). 18 M. *Manton*, junction of a line to *Peterborough* (p. 395) and 30½ M. from *Uppingham* (see above; omn. thrice daily). — 22 M. Oakham (*George; Crown*, R. 4*s.*, D. 3*s.* 6*d.*), the county-town of Rutland, with 3500 inhabitants. The walls of the Norman hall (now a court-room) of the old *Castle* (p. xliii) are covered with horseshoes, given, in accordance with an ancient custom, by kings, queens, and peers who passed through the town. Among them are those given by Queen Elizabeth, Queen Victoria, and Queen Alexandra. — 29½ M. *Saxby*, see above. — 33½ M. *Melton Mowbray*, see p. 380. — 52 M. *Nottingham*, see p. 389. The line rejoins the main line at *Trowell*, near *Ilkeston* (p. 443).

The train follows the *Ise*, passing through beds of Northampton iron-stone. At (154½ M.) *Wellingborough* (see p. 270) we cross the L.N.W. line from Peterborough (p. 395) to Northampton (p. 269). — The train now enters the valley of the winding *Ouse*, which we cross six times before reaching Bedford. Beyond (167 M.) *Oakley* diverges the Midland branch to Northampton (p. 269). To the left rises the Saxon tower of the church of *Clapham*.

170 M. **Bedford.** — *Swan Hotel, on the river, at the S. end of High St., R. 4*s.*, D. 4*s.* 6*d.*; *Embankment, overlooking the river; Red Lion, High St., well spoken of; George; Temperance, at the Midland Station, R. or D. 3*s.* 6*d.*

Railway Stations. The station of the *Midland Railway* is on the W., the *L.N.W. Station* on the S.E. side of the town.

County Theatre, beside the Midland Station.

Bedford, the county-town of Bedfordshire and the place from which a suffragan of the Bishop of London takes his title, is a quiet agricultural town with (1901) 35,144 inhab., on the *Ouse*.

Now, as in the days of Camden, more than two centuries ago, Bedford is 'more eminent for the pleasantness of its situation and antiquity than anything of beauty or stateliness'. Its site seems to have been occupied before the Roman period, and it has been identified with the Saxon *Bedicanford*. In the 11th cent. a Norman castle was erected here to command the ford, and its important situation involved it in most of the internal struggles of England. The last siege it underwent was in 1224, when Henry III. captured the town and razed the castle.

From the *Midland Station*, near which are *Howard's Britannia Iron Works* (reaping-machines, etc.), the Midland Road leads in 10 min. to the *High Street*, the main street of the town. Near the bridge at its S. end is the site of the old *Castle* (no admission), marked by an artificial circular mound, 15 ft. high and 150 ft. in diameter. — A pleasant walk may be taken on the Embankment skirting the Ouse (boats for hire).

To most visitors the chief interest of Bedford will probably centre in its reminiscences of *John Bunyan* (1628-88; see below and p. 383). The *Bunyan Meeting*, in Mill St., occupies the site of the building in which he preached.

The chapel was adorned in 1876 with a pair of handsome bronze doors, the gift of the Duke of Bedford, containing ten reliefs from the 'Pilgrim's Progress'. In the chapel-building are Bunyan's chair, cabinet, staff, jug, and will (in his own handwriting); a door from Bedford Gaol; also versions of the 'Pilgrim's Progress' in 70-80 languages and dialects. The *Literary & Scientific Institute*, in Harpur St., possesses Bunyan's copy of Foxe's Book of Martyrs. On St. Peter's Green, at the end of the High St., is a bronze *Statue of Bunyan*, by Boehm, presented to the town by the Duke of Bedford.

Bunyan was confined for 12 years (1660-72) in the old county-gaol, which stood on the now vacant space in High St., at the corner of Silver St., and was taken down in 1801. It was, however, during a subsequent imprisonment of six months in 1675-6 that he wrote the 'Pilgrim's Progress'. This was in the town-gaol on Bedford Bridge, which was removed in 1765. The offence for which he was imprisoned is described in his indictment as 'devilishly and perniciously abstaining from coming to church to hear divine service, and for being a common upholder of several unlawful meetings and conventicles, to the great disturbance and distraction of

the good subjects of the kingdom, contrary to the laws of our Sovereign lord the king'. His treatment between the autumn assizes of 1661 and the spring assizes of 1662 was very lenient, but for the rest of the time his confinement was somewhat rigorous.

Among the churches of Bedford the most important is that of *St. Paul's*, a handsome Gothic structure, largely rebuilt in 1866-7. — The venerable church of *St. Peter*, at the N. end of High St., restored in 1898, possesses a fine Norman doorway and some ancient stained-glass windows. The tower and the chancel contain some Saxon work. — *St. Mary's* also has some Saxon work and a Norman tower. — A statue of *John Howard* (see below) embellishes St. Paul's Square.

Few towns of the size of Bedford can compete with it in the number and extent of its schools and charities, and with one-fourth of its population under tuition it may fairly be called the 'metropolis of schools'. This is mainly due to the liberality of Sir William Harpur (d. 1573), at one time Lord Mayor of London, who presented to his native town some land in Holborn, which has increased in value from 40*l.* to upwards of 14,000*l.* a year. The principal schools are **Bedford Grammar School**, one of the leading public schools of England (nearly 900 pupils), in an imposing new building opened in 1891, in De Parys Avenue; the **Modern School for Boys** (550 pupils), in Harpur St.; the **High School for Girls** (600 pupils), in Bromham Road; and the **Modern School for Girls** (200 pupils), in St. Paul's Square.

Environs. About 1 M. to the S. of the town lies the village of **Elstow**, the birthplace of John Bunyan in 1628, still containing the cottage in which he lived after his marriage. To reach it we cross the bridge at the S. end of the High Street, and at the (½ M.) bridge over the railway turn to the right (road to Luton). Bunyan's cottage, indicated by a notice, is one of the first on the right. The church, an interesting building, partly in the Norman and partly in the E. E. style, with a massive detached tower (Perp.), belonged to a Benedictine abbey (founded 1078), of which a few scanty ruins still remain. The keys are kept by the clerk (fee), next door to the Swan Inn. Bunyan was wont to practise the art of bell-ringing in the tower, and the sacristan does not hesitate to point out the very bell that he used to ring, showing the grooves worn by the rope in the stone archway under which Bunyan stood, in dread lest the bell should fall upon him. Two memorial windows have been erected to Bunyan, with scenes from the 'Pilgrim's Progress' and the 'Holy War'. Even the unpretending village-green, with its curious old *Moot Hall* (15th cent.), acquires interest when we remember Bunyan's account of the sudden awakening of his conscience while he was playing tip-cat here one Sunday afternoon. — To *Cardington*, see below.

From Bedford to Northampton, 21 M., Midland Railway in 40 min. (fares 2*s.* 11*d.*, 1*s.* 9*d.*). — 11 M. **Olney** (*Bull*, R. 3*s.*, D. from 3*s.*), where the poet Cowper (1731-1800) resided with Mrs. Unwin in 1767-86 (comp. p. 396) and wrote many of his poems. The so-called 'Olney Hymns' were the joint production of Cowper and his friend John Newton, vicar of the parish, whose remains were transferred from London to Olney churchyard in 1893. The house in which the poet lived, at the corner of the market-place, was opened in 1900 as the *Cowper Museum*, containing relics of Cowper and Newton. On the façade of the *Cowper Memorial Church* is a statue of the poet. *Weston Underwood*, where Cowper lived in 1786-95, is near Olney. Motor-car to *Newport Pagnell*, see p. 268. — 21 M. *Northampton*, see p. 269.

From Bedford to Hitchin, 16 M., Midland Railway in ¾ hr. (fares 2*s.* 2*d.*, 1*s.* 4*d.*). The first station on this line is (2½ M.) *Cardington*, where John Howard, the philanthropist, lived from 1758 till his death in 1790. At (16 M.) *Hitchin* we reach the main line of the G. N. R. (p. 397).

From Bedford to *Cambridge* and to *Bletchley* (*Oxford*), see p. 192.

The Midland Railway crosses the Ouse and continues to traverse a flat and fertile district. At (176 M.) *Ampthill* we pass a chain of low hills. The small town of **Ampthill** *(King's Arms; White Hart)* lies about $^3/_4$ M. to the E. of the station. Before reaching the latter the line passes through a tunnel, below part of *Ampthill Park* (Lady Ampthill), which is famous for its venerable oaks and its magnificent avenue of limes. The house lies to the left, near the entrance of the tunnel. Close by is the site of the old castle where Catherine of Aragon resided during her trial (marked by a cross with an inscription by Horace Walpole).

189 M. **Luton** *(George; Red Lion*, pens. from 7*s.* 6*d.*; *Rail. Rfmt. Rooms)*, a busy town of 36,404 inhab., on the *Lea* (Leatown), famous for its manufacture of straw-hats. On Monday mornings the market in the *Strawplait Halls* is sometimes attended by 2000 people. The parish-church, with its fine embattled tower, possesses a chapel founded in the reign of Henry VI. (1422-61) and contains a curious font.

From Luton a branch-line runs to (5½ M.) *Dunstable* (p. 268) and (12½ M.) *Leighton Buzzard* (p. 268). It is also connected by a short branch with *Hatfield*, on the main line of the Great Northern Railway (see p. 397).

Beyond Luton the Midland line runs for some distance parallel with the G. N. R. line to Hatfield (see p. 397). On the right is *Luton Hoo House*, in a prettily-wooded park, with an artificial lake. Beyond (192 M.) *Chiltern Green* we cross the G. N. R. and pass into Hertfordshire. Near (194 M.) *Harpenden* is *Rothamsted*, the seat of Sir Chas. Bennet Lawes (d. 1900), with its well-known experimental scientific farm. A branch-line runs hence to (8 M.) *Hemel Hempstead* (p. 267).

199 M. **St. Albans** (*Peahen*, R. from 4*s.*, pens. 12*s.*; *George*, R. from 3*s.* 6*d.*, pens. 9*s.*, both near the Abbey) lies a short distance to the E. of the site of *Verulamium*, the most important town in the S. of England during the Roman period, of which the fosse and fragments of the walls remain. Its name is derived from St. Alban, a Roman soldier, the proto-martyr of Christianity in our island, who was executed here in A.D. 304. Holmhurst Hill, near the town, is supposed to have been the scene of his death. The Roman town fell into ruins after the departure of the Romans, and the new town of St. Albans began to spring up after 795, when Offa II., King of Mercia, founded here, in memory of St. Alban, the magnificent abbey, of which the fine church and a large square gateway are now the only remains. Pop. (1901) 16,019.

The ***Abbey Church** is in the form of a cross, with a tower at the point of intersection, and is one of the largest churches in England. It was raised to the dignity of a cathedral in 1877, when the new episcopal see of St. Albans was created. It measures 550 ft. in length (being the longest church in England, after Winchester Cathedral), by 175 ft. in breadth across the transepts; the fine Norman *Tower* is 145 ft. high. The earliest parts of the existing build-

ing, in which Roman tiles from Verulamium were freely made use of, date from the 11th cent. (ca. 1080); the *Choir* was built in the 13th cent. and the *Lady Chapel* in the 14th century. An extensive restoration of the building, including a new E. E. *W. Front*, with a large Dec. window, and large new windows in the N. and S. transepts, has been completed at an expense of 130,000*l.*, by Lord Grimthorpe (d. 1905), who acted as his own architect without conspicuous success. St. Albans, 320 ft. above the sea, lies higher than any other English cathedral. See Froude's 'Annals of an English Abbey'.

The fine Interior (adm. to nave free; to E. parts of the church 6*d.*; apply to the verger) has been restored with great care. The Nave, the longest Gothic nave in the world, shows a curious intermixture of the Norman, E.E., and Dec. styles; and the change of the pitch of the vaulting in the S. aisle has a singular effect. The *Stained Glass Windows* in the N. aisle date from the 15th century. The painted ceiling of the Choir dates from the end of Edward III.'s reign (1327-77), that of the Chancel from the time of Henry VI. (1422-61). Some traces of old fresco-painting have been discovered also in the N. Transept. The *Screen* behind the altar in the Presbytery is of very fine mediæval workmanship, and has been restored and fitted with statues. Many of the chantries, or mortuary chapels of the abbots, and other monuments deserve attention. The splendid brass of *Abbot de la Mare* is best seen from the aisle to the S. of the presbytery. In the *Saint's Chapel* are the tomb of Duke Humphrey of Gloucester (d. 1447), brother of Henry V., and the shrine of St. Alban, overlooked by an ancient oaken watch-gallery. In the N. aisle of the presbytery are parts of the shrine of St. Amphibalus. The Lady Chapel has been restored with great richness and provided with a marble floor.

The *Gate*, the only remnant of the conventual buildings of the abbey, stands to the W. of the church. It is a good specimen of the Perp. style. It was formerly used as a gaol, and is now a school.

The Fighting Cocks, a little inn on the *Ver*, about 200 yds. below the abbey, claims to have been the boat-house of King Offa's abbey. — About ¾ M. to the W. of the abbey stands the ancient *Church of St. Michael*, which is interesting as containing the tomb of Francis Bacon, Baron Verulam and Viscount St. Albans, who died at Gorhambury House here in 1626. The monument ('sic sedebat') is by *Rysbrach*. To reach the church we turn to the left (W.) on leaving the cathedral and descend to the bridge over the Ver. The keys are kept at No. 13, St. Michael's Cottages. The present *Gorhambury House*, the seat of the Earl of Verulam, 1½ M. to the W. of St. Michael's, is situated in the midst of a beautiful park, and contains a good collection of portraits. — St. Albans was the scene of two of the numerous battles fought during the Wars of the Roses. The scene of the first, which ushered in the contest, and took place in 1455, is now called the *Key Field;* the other was fought in 1461 at *Barnard's Heath*, to the N. of the town, just beyond St. Peter's Church.

For a notice of the remaining stations, the chief of which is (212 M.) *Hendon*, see *Baedeker's London*. The handsome station of *St. Pancras* in (220 M.) London is one of the finest in the world.

c. From Liverpool to London viâ Sheffield, Nottingham, and Leicester.

240½ M. Great Central Railway in 6-6¾ hrs. (fares, etc., see p. 369). Through-carriages run from Liverpool to London. — The express-trains from Manchester to (206 M.) London by this route perform the journey in 4½-5½ hrs. (fares 24*s.* 6*d.*, 15*s.* 5½*d.*).

From (191½ M.) *Calvert* (p. 391) the G. C. R. has two approaches to London. One runs viâ *Prince's Risborough*, *High Wycombe*, and *Northolt Junction* (see R. 31b) on a line jointly owned with the G. W. R.; the other proceeds as given below on a line jointly owned as far as Harrow with the Metropolitan Railway. The two routes re-unite at Neasden (p. 393).

From Liverpool to (24 M.) *Glazebrook* the train follows the route of the 'Cheshire Lines' described at pp. 355, 356. It then diverges to the right (S.) from the line to Manchester. — 29 M. *West Timperley*; 35 M. *Cheadle* (White Hart), with 10,807 inhab. and a fine Roman Catholic church (1846); 37 M. *Stockport*, see p. 363. At (43 M.) *Godley Junction* we join the *Manchester* line. The train now enters *Longdendale*, an elevated moorland district, flanked with hills.

Longdendale is filled with the huge reservoirs of the *Manchester Water Works*, with an aggregate capacity of 5,000,000,000 gallons. The largest is that at Woodhead (see below), 1½ M. in length.

46 M. *Dinting*, where the *Etherow* is crossed by a viaduct 136 ft. high, is the junction of a short line to (1 M.) *Glossop* (Norfolk Arms; Howard Arms), a town with 21,526 inhab., close to the N. margin of the *Peak* (R. 45). — Beyond (53½ M.) *Woodhead* we pass through a tunnel 3 M. long, one end of which is in Cheshire and the other in Yorkshire. At (56½ M.) *Dunford Bridge* the line enters the valley of the *Don*, which it follows to Sheffield.

64 M. **Penistone** (650 ft.; *Rose & Crown*, R. or D. 2*s*. 6*d*.; *Wentworth Arms*, at the station; *Rail. Rfmt. Rooms*), a small town with 3671 inhab., is the junction of lines to Huddersfield (p. 363) and *Barnsley*. — Our line now turns to the S. Beyond (67 M.) *Wortley* we enter *Wharncliffe Chase*, a pretty, wooded district. *Wharncliffe Lodge* (left) was the home of Lady Mary Wortley Montagu. — 71 M. *Oughty Bridge* is 2¼ M. from the picturesque *Wharncliffe Crags* (open on Mon., Thurs., & Sat.), where a small cave, called the *Dragon's Den*, takes its name from the tradition that the Dragon of Wantley was slain here.

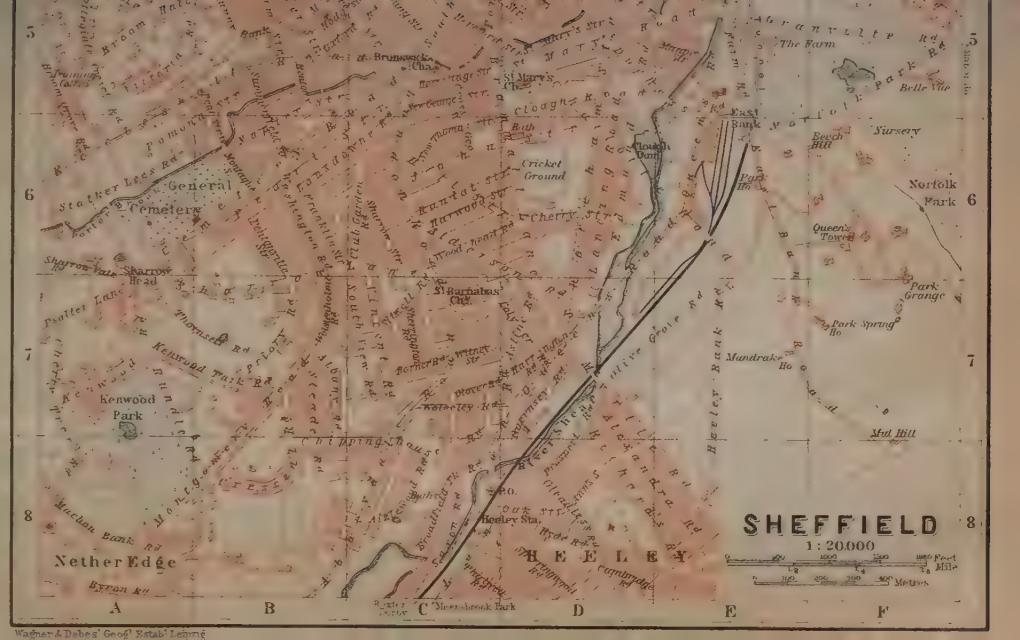
76 M. **Sheffield.** — **Railway Stations.** *Victoria* (Pl. E, F, 2), on the N.E. side of the town, close to the Don, for the G.C.R. and G.N.R. *Midland* (Pl. E, 4), in Sheaf St., at the S.E. corner of the town, for the Mid. Railway. — Cab from either station into the town, 1*s*.

Hotels. ‘Royal Victoria (Pl. a; E, 2), adjoining the Victoria Station, R. from 4*s*., L. 2*s*. 6*d*., D. 5*s*.; King's Head (Pl. b; E, 3), Change Alley; Imperial (Pl. c; E, 3), Castle St.; Angel (Pl. d; D, 3), Angel St.; Talbot (Pl. g; D, E, 4), Arundel St.; Albany (Pl. h, D, 3; temp.), Surrey St.

Cabs. 1 M., 1-4 pers. 1*s*.; each ½ M. additional 6*d*. 1 hr., 1-2 pers. 2*s*., 3-4 pers. 2*s*. 6*d*., each ¼ hr. addit. 6*d*. Fare and a half between midnight and 6 a.m. No charge for ordinary luggage.

Electric Tramways (fares ½*d*.-1*d*.) radiate from the centre of the city (Pl. D, E, 3) to the environs. The chief routes for visitors are as follows. 1. From *Bow St.* (Pl. D, 3) viâ West St. (Pl. C, 3), Western Bank (Pl. A, 2; *University*, *Weston Park*), and Fulwood Road to *Nether Green*. 2. From *Fargate* (Pl. D, 3) viâ Pinstone St. (Pl. D, 4) and Eccleshall Road (Pl. B, 5, A, 6) to *Endcliffe Woods* and *Nether Green*. 3. From *Fargate* viâ London Road (Pl. C, 5, 6) and Abbeydale Road (Pl. C, 7, 8) to *Millhouses* (for Eccleshall Woods and Beauchief Abbey). 4. From *Fargate* viâ London Road (Pl. C, 6, 7, D, 7) and *Meersbrook Park* to *Norton Woodseats*. 5. From *Fitzalan Square* (Pl. E, 3) viâ Wicker (Pl. E, 2) and Attercliffe Road (Pl. F, 1)

A
B
C
D
E
F
1
2
3
4
Bacon Isld.
St Michaels Ch.
Infirmary
St Philips Ch.
Goods Sta.
Midland Goods Depot
Trinity Ch.
Victoria Station
St Judes Ch.
Ladys Rd.
Alexandra Theat.
Canal Basin
Market Hall
Corn Exch.
St Johns Ch.
St Lukes Ch.
St Peters
St James Ch.
Church Hall
Cutlers' Hall
Wesleyan Hall
R. Cathol. Ch.
Post Off.
Theatre Royal
Lyceum Theat.
Town Hall
Albert Hall
St Pauls Ch.
Empire Pal.
Midland Station
Shrewsbury
Recreation Ground
Old Great Dum.
Weston Park
Art Gall.
Museum
University
Library
Western Bank
Hospital
Royal Hosp.
Tech. Coll.
St Georges Ch.
Firth Coll.
Scotland St.
Portland St.
Upperthorpe Library
Spring Lane
Mowbray St.
Carlisle St.
Sheffield
Rotherham
Lincoln
Nottingham
Derby



Wagner & Debes' Geogl. Estab. Leipzig

to *Tinsley*, whence another line goes on to *Rotherham* (p. 443). 6. From *Broad Street* (Pl. E, 3) viâ Duke St. (Pl. F, 3, 4) to *Intake* (for Manor Castle).

Post Office (Pl. E, 3), Fitzalan Square.

Theatres. *Royal* (Pl. D, 3), *Lyceum* (Pl. D, 3), Tudor St.; *Alexandra* (Pl. E, 2), Blonk St. — *Empire Palace* (Pl. D, 4), Upper Charles St.; *Hippodrome*, Cambridge St.; *Alhambra*, Attercliffe Road (the last three for variety performances).

American Consul, *Chas. N. Daniels*; vice-consul, *Rice K. Evans*.

Sheffield, one of the principal manufacturing cities of England, with (1908) 463,300 inhab., lies in the district of *Hallamshire*, in the West Riding of Yorkshire, at the confluence of the *Don* and the *Sheaf*. Though itself unprepossessing and smoke-begrimed, it is pleasantly situated at the E. base of the range of hills forming the backbone of England. It was described by Horace Walpole as 'one of the foulest towns of England in the most charming situation', but the centre of the city has been modernized and rebuilt within the last 25 years.

The history of Sheffield is comparatively uneventful, and the time of its foundation is doubtful. At the Norman Conquest it belonged to Earl Waltheof, the 'last of the Saxon barons', who forfeited his head by an unsuccessful rising against William the Conqueror. The manor finally came into the possession of the Howards, whose representative, the Duke of Norfolk, still owns a large part of the town. Mary, Queen of Scots, passed fourteen years of her captivity here in the custody of the Earl of Shrewsbury, but the old castle in which part of that time was spent was demolished in the Civil War. Sheffield seems to have early acquired a reputation for its blades, and the Miller in the 'Canterbury Tales' is furnished with a 'Sheffield thwytel in his hose'. In 1736 its population was only 14,105, and even in 1801 it did not exceed 45,000. In the 19th century the history of Sheffield has been closely connected with that of Trades Unionism.

Sheffield enjoys a worldwide reputation for its *Cutlery*, *Edge Tools*, *Files*, *Silver and Plated Wares*, *Armour Plates*, *Steel Guns*, *Shells*, and other heavy *Iron and Steel Goods*. The town itself is almost entirely given over to factories and business-premises, while the residential suburbs spread up the slopes of the hills on every side. Few visitors to Sheffield will fail to take some interest in the wonderful mechanical processes that may here be studied to perfection, such as file and saw grinding, electro-plating, plate-rolling, and the conversion of iron into steel by the Bessemer process.

Almost the only interesting public building is ***St. Peter's Church** (Pl. D, 3) in a prominent situation in the centre of the city.

Originally dating from the 14th and 15th cent. (Dec. and Perp.), the church has undergone considerable alterations at various times; but the last restoration, in 1876-80, aimed at a return to the ancient plan. The *Shrewsbury Chapel* contains monuments of the Earls of Shrewsbury, including that of Queen Mary's gaoler (see above), with an epitaph by Foxe.

In Church St., to the S. of St. Peter's, is the **Cutlers' Hall** (Pl. D, 3), in the Corinthian style, containing a few portraits and busts.

The *Cutlers' Company* was incorporated in 1624, and, apart from the mayoralty, the office of Master Cutler is still the highest honorary dignity that the townspeople have to bestow. The annual Cutlers' Feast, held on the first Thurs. in Sept., is used for a display of political oratory. The chief privilege of the company is the right of granting trade-marks.

High St., the E. prolongation of Church St., leads to the Market Place (Pl. E, 3) with the Meat, Fish, and Poultry Market, and to Fitzalan Square, with the handsome new Post Office. To the N. is the *Norfolk Market Hall*. From the other end of High St. the broad Fargate leads to the handsome *Town Hall* (Pl. D, 3, 4), opened

in 1897 at a cost of 182,000*l.*, with a tower (180 ft.) crowned by a statue of Vulcan. — The *Firth College* (Pl. D, 3), to the N., at the corner of Bow St. and Leopold St., founded in 1879, was the nucleus of the present University, of which it is a college.

The **University** (Pl. A, 3), a handsome Tudor edifice opened in 1905, is situated about 1 M. from St. Peter's, adjoining *Weston Park*, which is embellished with a statue of *Ebenezer Elliot*, the 'Corn Law Rhymer', born near Sheffield in 1781. Here also are the *Public Museum*, containing antiquities and objects illustrating the local manufactures, and the *Mappin Art Gallery*, containing modern pictures. Both are open daily (except Sun. & Frid.) from 10 till dusk, but strangers are admitted also on Frid. 10-4 on application. The Art Gallery is open also on Sun., 2-5.

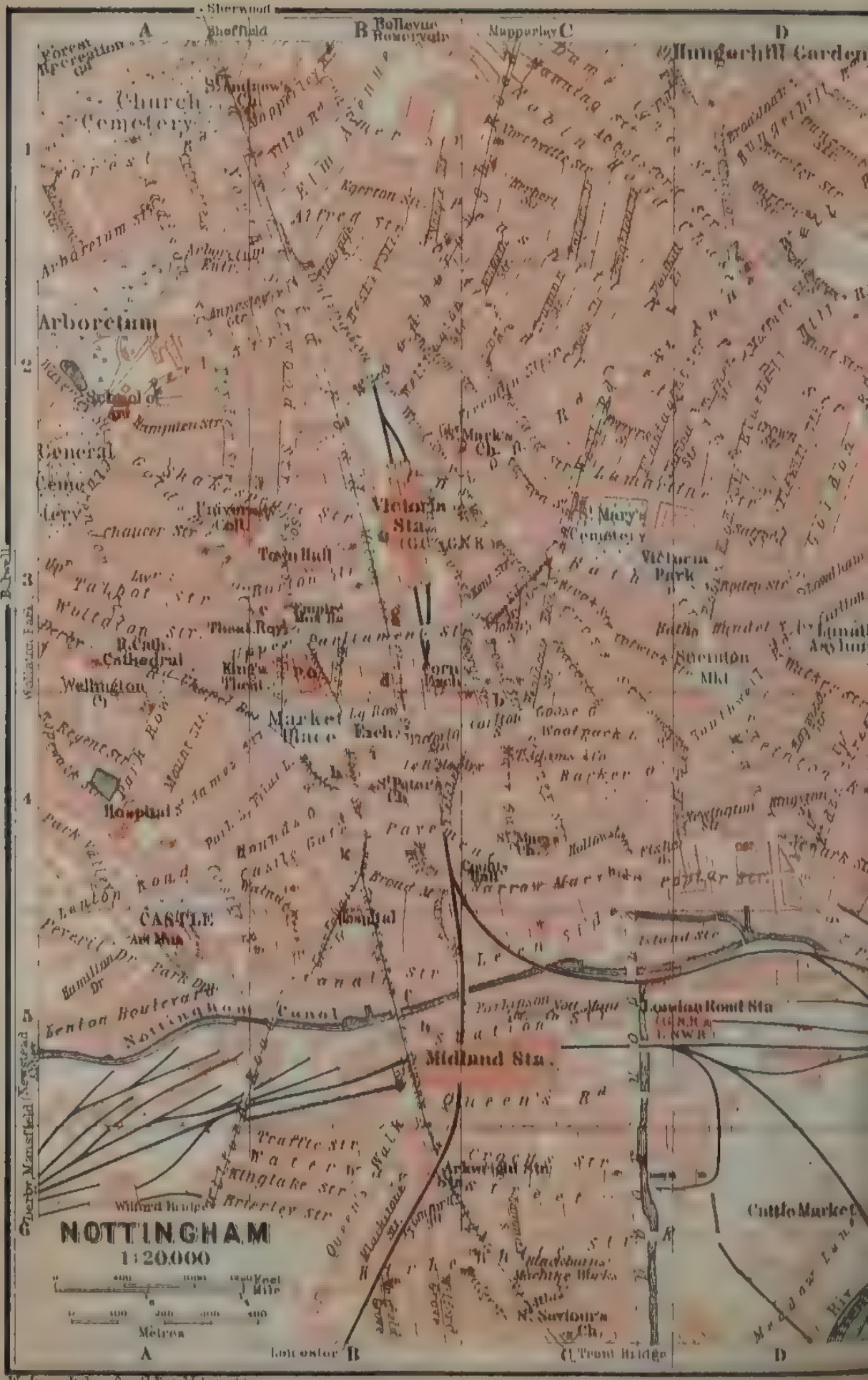
At *Heeley* (Pl. D, E, 8), 1½ M. to the S. (railway or tramway No. 4; comp. Pl. C, 8), is *Meersbrook Park* and *Hall*, acquired by the city in 1889. The Hall now contains the *St. George's Museum*, founded by Ruskin, including paintings (one by Verrocchio), drawings (Turner, Ruskin), photographs, casts, minerals, coins, a library, etc. (open free, 10 till dusk; Sun., 2-5; closed on Frid.). From the museum we may go on to (1 M.) *Norton Church* (16th cent.) and thence, viâ Greenhill, to *Beauchief Abbey*.

About 1½ M. to the S.E. of St. Peter's (tramway No. 6) is *Manor Castle*, where Mary, Queen of Scots, spent much of her time during the 14 years she was in charge of the sixth Earl of Shrewsbury. — A little to the W. is *Norfolk Park* (Pl. F, 6), from which we return to the centre of the town by the Norfolk Road, passing *Shrewsbury Hospital* (Pl. F, 4). Visits may be paid also (tramway No. 2) to the *Botanical Gardens* (open daily), in Clarke House Road (beyond Pl. A, 6), and the *Cemetery* (Pl. A, B, 6), with the grave of James Montgomery, the poet.

Among the interesting points in the environs of Sheffield are *Beauchief Abbey* (p. 406); *Wharncliffe Crags* (p. 386), to the N.W.; *Worksop* and the *Dukeries* (comp. p. 398), etc.

The Dore and Chinley Line (p. 405) to Buxton renders Sheffield a convenient starting-point for a visit to the *Peak District* (R. 45). Coaches also ply regularly in summer from Sheffield (Fitzalan Square) to *Baslow* (p. 402; return-fare 2*s.* 6*d.*); *Ashopton* viâ *Lady Bower* (2*s.* 6*d.*); *Bamford* viâ the (7 M.) *Fox House Inn* (1150 ft.) and *Hathersage* (2*s.* 6*d.*); *Eyam* (2*s.* 6*d.*), *Roche Abbey* (2*s.* 6*d.*), *Redfield Reservoirs* (2*s.*), and to other points.

Beyond Sheffield our line runs towards the E. as far as (78 M.) *Darnall*, with High Hazels Park and Museum, and then turns to the S. (right). Beyond (81 M.) *Woodhouse* (p. 393) the line to Retford and Grimsby diverges to the left. Our line traverses a pleasant wooded district more or less marred by smoking chimneys and heaps of slag and pit-refuse. From (88 M.) *Staveley Town* (iron-works) a loop-line diverges to the right for *Chesterfield* (p. 443), regaining the main line near (94 M.) *Heath*. 96 M. *Pilsley* lies about 2½ M. to the W. of Hardwick Hall (p. 409; seen to the left). Beyond *Kirkby* we thread a tunnel of some length. 108 M. *Hucknall Town* is 2 M. from *Newstead Abbey* (p. 400). Byron is buried in the church of *Hucknall Torkard*. — The line crosses the Midland Railway and the *Leen* by a high viaduct. — 111 M. *Bulwell Common*, with golf-links. 112 M. *New Basford* is the station for *Basford*, with the house in which Bailey wrote 'Festus'. Before and after (113 M.) *Carrington* we pass through tunnels.



Wagner & Debes Geogr. Estab. Leipzig

114 M. Nottingham. – **Railway Stations.** *Victoria* (Pl. B, 3), the joint station of the G. C. R. and G. N. R., Milton St., near the centre of the town; *Midland* (Pl. B, C, 5), Station St., near the S. end of the town; *London Road Station* (Pl. C, D, 5), belonging to the G. N. R. and used also by the L. & N. W. R. – *Arkwright Street Station* (Pl. B, 6), G. N. R. and G. C. R. secondary station.

Hotels. Victoria Station Hotel (Pl. a; B, 3), R. 4*s*. 6*d*., D. 5*s*.; George (Pl. b; C, 4), George St., R. from 4*s*, D. 3-4*s*.; Black Boy, Smithy Row, near the Market Place (Pl. B, 4); Lion (Pl. d; B, 3), Clumber St., R. from 3*s*, D. from 2*s*. 6*d*.; Clarendon (Pl. e; B, 3), Theatre Quadrant; Portland (Pl. f; B, 5), Carrington St., R. or D. 3*s*. 6*d*.; Milton's Head (Pl. g; B, 3), Milton St., R. from 2*s*. 6*d*., D. from 2*s*., pens. 8*s*.; Flying Horse (Pl. i; B, 4), Exchange Row, R. 4*s*. 6*d*., D. from 2*s*. 6*d*.; Granby (Pl. h; B, 5), Station St., commercial; Caledonian Temperance (Pl. k; B, 4), Lister Gate, R. or D. 3*s*. – *Railway Restaurants.*

Electric Tramways traverse the streets and run to the suburbs.

Theatres. *Royal* (Pl. B, 3), Parliament St.; *Grand*, Radford Road (bey. Pl. A, 3). – *Empire Music Hall* (Pl. B, 3), S. Sherwood St.; *King's* (Pl. B, 3), Market St. – **Post Office** (Pl. B, 3), Queen St.

American Consul, *F. W. Mahin;* vice-consul, *W. F. Stead.*

Nottingham (90-420 ft.), the metropolis of the lace and hosiery manufacture of England, is pleasantly situated on the steep slope of a sandstone hill, near the junction of the small river *Leen* with the Trent. The population (1901) is 239,753.

Nottingham, the *Snotengahame* of the Saxons and one of the Danish 'Five Boroughs' (p. 376), probably occupies the site of an early British settlement. At the beginning of the 19th century it was a centre of the 'Luddite' riots, in which the stocking-makers endeavoured to improve their miserable position by concerted action against the masters, chiefly by the destruction of machinery. It was not till upwards of 1000 stocking frames had been demolished and several rioters put to death that order was finally restored. *Henry Kirke White* (1785-1806), the poet, was the son of a butcher in the Shambles (just to the E. of the market-place), and *Col. Hutchinson* (see p. 399; 1615-64) and *Gen. Booth* (b. 1829) of the Salvation Army were born at Nottingham.

The Market Place (Pl. B, 4), 5½ acres in extent, is said to be the largest in England. It was formerly divided into two portions by a breast-high wall, which was erected when the town consisted of two distinct boroughs, English and Norman. The second stories of the houses round it project over the pavement and are supported by pillars. – Friar Lane, leading into Park St. (Pl. A, 4), at the S.W. corner of the market-place, ascends to the —

*Castle (Pl. A, 4, 5), which occupies a commanding position on the W. side of the town, 150 ft. above the Leen. In its present form it is a palatial building in the Renaissance style, occupied by the **City Museum and Gallery of Art* (open on Frid., 10-4, 6*d*.; Sat., 10-9.30, 1*d*.; other week-days, 10-9, free). The contents include the Felix Joseph Collection of drawings by Stothard, Smirke, Westall, and other English book-illustrators, the *Antiquities presented by Lord Savile (mainly Italo-Greek works from Nemi; B.C. 300-150), and excellent collections of pictures, Wedgwood and other pottery, textiles, and lace.

The original castle, built by the Conqueror, soon came to be regarded as the key of the Midlands, and was a frequent object of contest. Mortimer, the guilty favourite of Queen Isabella, was surprised here in 1330 by

Edward III., who gained entrance by a secret passage now known as 'Mortimer's Hole' (adm. 3*d.*; the interesting dungeons are shown also). Owen Glendower was imprisoned within its walls; and David II. of Scotland was lodged here on his way to London. In 1642 Charles I. unfurled his standard and mustered his troops at Nottingham Castle, but in the following year it fell into the hands of the Parliament. It was then entrusted to the care of Col. Hutchinson, whose wife has left us in her well known memoirs a charming account of various episodes of the Civil War. During the Commonwealth the old castle was demolished. The modern one founded in 1674 by the conspicuous Royalist, William Cavendish, Duke of Newcastle, on the site of the old keep, was burned down by the mob in 1831 in consequence of the then Duke's opposition to the Reform Bill, and was acquired by the Corporation in 1875 and restored as a public art-museum.

Among the churches of Nottingham the most interesting is the *Church of St. Mary* (Pl. C, 4), a fine cruciform edifice of the 15th cent. to the S.E. of the market-place, with a tower and chancel of later date; it possesses a fine picture ascribed to Fra Bartolomeo. *St. Peter's* (Pl. B, 4), to the S. of the market-place, is a Perp. building with a lofty spire. The *Rom. Cath. Cathedral* (Pl. A, 3) is a good example of Pugin's revived Gothic.

The modern buildings of the city include the Gothic **University College* (Pl. A, B, 3), in Shakespeare St., near the Central Station, with a free public library, a natural history museum (open free daily, 11-9, except Frid. & Sun.), and well-equipped laboratories; the *Guildhall* or *Town Hall* (Pl. B, 3), adjacent, in Burton St.; the *Post Office* (Pl. B, 3); and the *School of Art* (Pl. A, 2). The last stands near the *Arboretum*, with a statue of *Fergus O'Connor* (1794-1855). In front of the *Theatre Royal* (Pl. B, 3) is a statue of *Samuel Morley* (d. 1886).

The tourist should visit one of the large *Factories*. Among the largest are the hosiery works of *Messrs. I. & R. Morley* (Pl. C, 4; 6000 work-people); the hosiery and lace factories of the *Nottingham Manufacturing Co.* (Pl. C, 5); and the machine works of the *Messrs. Blackburn* (Pl. C, 6). The largest depôt of lace is that of *Messrs. Thomas Adams & Co.* (Pl. C, 4).

About 2 M. to the W. of Nottingham is *Wollaton Hall*, the seat of Lord Middleton, a fine Elizabethan mansion, said to have been designed by John of Padua; in the park is a famous double avenue of limes. — Small steamers ply on the Trent from Trent Bridge (beyond Pl. D, 6) to *Colwick Park* (return fare 3*d.*).

From Nottingham to Mansfield, 17 M., Midland Railway in 35-50 min. (fares 1*s.* 9*d.*, 1*s.*). — To the left, beyond (1¾ M.) *Lenton*, we have a view of Wollaton Hall (see above). At (2¼ M.) *Radford* we diverge to the right from the main line to the North. 8½ M. *Hucknall* (comp. p. 388). 10½ M. *Newstead*, 1 M. from *Newstead Abbey* (p. 409). At (11½ M.) *Annesley* is Annesley Hall, the home of Mary Chaworth, Byron's first love. — 13½ M. *Kirkby in Ashfield* (p. 388). — 15 M. *Sutton Junction*. — 17 M. *Mansfield* (p. 403), one of the best points whence to visit the 'Dukeries' and Sherwood Forest (R. 46).

From Nottingham to *Hull* (Southwell, Lincoln), see R. 57.

In leaving Nottingham the train threads a tunnel, passes over part of the town by a viaduct 1000 yds. long, and crosses the Trent by a three-span bridge. Our line runs nearly due S. Beyond (123 M.) *East Leake* a short branch-line leads to the right to *Gotham*, famous for its 'Wise Men'. — 128 M. *Loughborough* (see p. 378) is also a station on the Midland Railway, with which the G. C. R. now runs

parallel for some distance. 130 M. *Quorn & Woodhouse* (comp. p. 378). Near (132 M.) *Rothley* is *Rothley Temple*, where Lord Macaulay (1800-59) was born. In entering Leicester we cross part of the town by a viaduct 1 M. in length.

137 M. **Leicester** *(Rail. Rfmt. Rooms)*, see p. 378.

At (151 M.) *Lutterworth* Wycliffe was rector from 1374 till his death in 1384. His alleged pulpit and other relics are preserved in the church, which contains also two curious old frescoes (14th cent.). *Newnham Paddox*, the neighbouring seat of the Earl of Denbigh, contains a collection of pictures (no adm.).

157 M. **Rugby** *(Rail. Rfmt. Rooms)*, see p. 271. The G. C. R. station is $1^1/_2$ M. from that of the L. N. W. R., which we intersect here. Between (162 M.) *Willoughby* and (169 M.) *Charwelton* we thread a tunnel $1^3/_4$ M. long.

$171^1/_2$ M. *Woodford* (hotel) is the junction of a branch-line to (11 M.) *Banbury* (p. 257), which forms the connecting link in an important through-route from the N., viâ Oxford and Didcot, to Bristol, Southampton, and the S. and S.W. of England (comp. pp. 114, 85). Other branches (E. & W. Junction Railway) run to Fenny Compton and Stratford-on-Avon (p. 263) and to Blisworth (p. 268). — 178 M. *Helmdon* is the station for (2 M.) *Sulgrave* (p. 258). — 181 M. *Brackley* is an old-fashioned shoe-making town (2467 inhab.), with an old church (E.E. tower) and the Hospital of St. John (12th cent.), partly restored and employed as a school. The Manor House, in the High St., belongs to the Earl of Ellesmere, who uses it as a hunting-box. — We cross the Brackley Valley by a viaduct of 19 arches. $191^1/_2$ M. *Calvert* is merely a railway-station, serving *Twyford* (with a fine Norman church-porch), *Chetwode*, and other surrounding villages. The alternative route to London mentioned on p. 386 runs hence viâ *Akeman Street*, *Wotton*, and *Haddenham* to (13 M.) *Prince's Risborough*. Thence to London, see R. 31b. — At (196 M.) *Quainton Road* begins the Great Central and Metropolitan joint line (comp. p. 386). Branch to Verney Junction (p. 232).

A narrow-gauge line runs hence, viâ *Waddesdon*, *Wescott*, and *Wotton* to (6 M.) **Brill** *(Sun)*, a small town with an interesting *Church* (restored 1890) and the remains of a *Palace*, said to have been occupied by Edward the Confessor. Close by is a ruined spa *(Dorton)*, and about $2^1/_2$ M. distant is *Boarstall Tower*, behind which is a duck-decoy.

About 4 M. from (198 M.) *Waddesdon Manor* (Five Arrows; White Lion, plain) is the modern mansion of *Waddesdon*, the seat of Miss Alice de Rothschild.

203 M. **Aylesbury** *(George; Crown; Bell; Greyhound)*, the county-town of Buckinghamshire, is an agricultural centre, famous for its ducks and milk. Pop. (1901) 9244. The E. E. *Church of St. Mary* contains choir-stalls of the 15th cent. and a 14th cent. lady-chapel with an earlier crypt.

From Aylesbury lines run to the E. to *Cheddington* (p. 268) and to the S. to *Prince's Risborough* (p. 232).

205 M. *Stoke-Mandeville.* — 207 M. *Wendover* (Red Lion, R. 3*s.* 9*d.*, D. 2*s.* 9*d.*; Shoulder of Mutton), an old market-town, with an E.E. church, has manufactures of straw-plait and pillow-lace. To the right lies *Hampden House* (Earl of Buckinghamshire), the residence of John Hampden (1594-1643), with a famous vista, said to have been made in one night as a surprise for Queen Elizabeth (no adm.). John Hampden is buried in the neighbouring church of Great Hampden. — 212 M. *Great Missenden* (Red Lion). — 217 M. *Amersham* (Griffin; King's Arms), with 3200 inhab., is a seat of the beechwood-chair industry. Its church contains many monuments of the Drake family, whose seat *(Shardeloes)* is close by.

219 M. *Chalfont Road* and (221 M.) *Chorley Wood* are each about 1½ M. from *Chenies* (see below).

They are also nearly equidistant (3-3½ M.) from the charming little village of **Chalfont St. Giles.** The cottage here in which Milton finished 'Paradise Lost' and began 'Paradise Regained' (1665-8), almost unchanged since the poet's time, contains a few relics (adm. 6*d.*, a party 3*d.* each). The church contains some handsome modern choir-stalls, in oak. Omnibus twice daily to *Gerrard's Cross* (p. 281).

A short branch-line runs from Chalfont Road to (5 M.) **Chesham** *(Crown*, B. 2*s.* 6*d.*, L. 2*s.*; *George)*, a quaint old town with 7245 inhab., mainly employed in the manufacture of boots, beechwood furniture, cricket-bats, tennis-rackets, wooden spades, French hoops, etc. Ducks and water-cress are also extensively produced. Fine view from the *Park.*

223 M. **Rickmansworth** *(Victoria*, R. or D. 3*s.* 6*d.*; *Swan)*, a small paper-making town (5627 inhab.) on the *Chess*, near its confluence with the *Colne*, is a good centre for excursions. Large quantities of water-cress are grown here for the London market. To the S.E., on the other side of the Colne, lies *Moor Park* (Lord Ebury), with its fine timber.

A charming walk leads from Rickmansworth to (9½ M.) Chesham (or vice versâ) through the ***Valley of the Chess** (comp. the Map, p. 12). We turn to the right on leaving the station, pass under the railway arch, ascend a few steps immediately to the left, cross the railway by a foot-bridge, and enter *Rickmansworth Park*, with its fine old trees. The walk across the park brings us in 25 min. to a road, which we cross obliquely (to the left) to a meadow-path leading to (¼ hr.) the highroad to Chenies, at a point near the village of *Chorley Wood* (½ M. from the station, see above). About 1¾ M. farther on we turn to the right (sign-post) for (½ M.) the picturesque and neatly built village of **Chenies** *(Red Lion; Bedford Inn).* The **Mortuary Chapel* attached to the church here contains the tombs of the Russells from 1556 to the present day, forming an almost unique instance in England of a family burial-place of this kind (admission on application to the keeper at the manor-house). The finest monument is that of *Anne, Countess of Bedford (d. 1558), the builder of the chapel. Lord William Russell (beheaded in 1683), Lord John Russell (1792-1878), and Lord Ampthill (d. 1884) are buried here. Adjoining the church is a fragment of the old manor house. Matthew Arnold and J. A. Froude frequently visited Chenies for the sake of angling in the Chess. — To reach Chesham we follow the lane between the church and the manor-house, and then turn to the left along a path through wood on the slope of the valley of the Chess. View of the mansion of *Latimer* (Lord Chesham), on the other side of the stream. After about ¼ hr. we pass through two gates, crossing the road between them. 20 min. Lane, leading to the left uphill to Chalfont Road station (see above). In 10 min. more we descend by a narrow road to the right to the high-road and follow it to the left to (2 M.) *Chesham* and (3 M.) *Chesham Station* (see above).

Perhaps no walk in England of equal length combines more literary interest and rural charm than that from Rickmansworth to (18 M.) Slough (p. 113) viâ (5 M.) *Chalfont St. Giles* (see p. 392); 6¾ M. *Jordans*, a Friends' meeting-house, with the graves of Elwood (Milton's secretary), William Penn, his wife, and five of his children; 8½ M. *Beaconsfield* (p. 231); 12 M. *Burnham Beeches*; and (16 M.) *Stoke Poges*, the churchyard of which is the scene of Gray's famous elegy. The walk is described in detail in *Baedeker's London*.

227 M. *Northwood* has numerous suburban villas and an excellent golf-course. — 229 M. *Pinner* (Queen's Head, a quaint 'Queen Anne' building), a prettily situated little town. Omnibus four times daily from the village to the L. & N.W. Station (p. 267). — 231 M. **Harrow-on-the-Hill** *(King's Head; Roxborough; Railway Hotel)*, a town of 10,220 inhab., famous for its large *Public School*, founded by John Lyon, yeoman, in 1571, and scarcely second to Eton. It has numbered Lord Byron, Sir Robert Peel, Sheridan, Spencer Perceval, Palmerston, Card. Manning, and numerous other eminent men among its pupils. The oldest portion of the school is the red brick building of 1608-15, now known as the 'Fourth Form Room'; its panels are covered with the names of the boys, including those of Byron, Peel, and Palmerston. The chapel (1857), library (1863), and speech room (1877) are all modern. The number of scholars is now about 630. *Harrow Church* has a lofty spire, which is a conspicuous object in the landscape for many miles round. The churchyard commands a most extensive *View. A flat tombstone, on which Byron used to lie when a boy, is marked by a tablet. — Harrow also has a station on the L.N.W. line (p. 267).

Beyond Harrow the G. C. R. (no stations) runs parallel with the track of the Metropolitan Railway viâ *Neasden*, finally diverging from it at *West Hampstead*. Of the remaining 2 M. about 1¼ M. is in tunnels or covered ways.

240½ M. *London* (Marylebone Station).

d. From Liverpool to London viâ Sheffield, Grantham, and Peterborough.

243 M. Great Northern Railway in 5¼-8⅔ hrs. (fares 29*s.*, 16*s.* 6*d.*). — The Manchester express to London by this route (210 M.) takes 4¼-4¾ hrs. (fares 24*s.* 6*d.*, 15*s.* 5½*d.*). — The ordinary service of the G. N. R. between Liverpool or Manchester and London is carried on viâ *Retford* (see below).

From Liverpool to (115½ M.) *Nottingham* the route followed by the G. N. R. express-trains is the same as that just described in connection with the G. C. R. The slower trains follow the same route as far as (76 M.) *Sheffield*, beyond which their course is as given below.

From Sheffield the G. N. R. line to Retford runs towards the S.E., diverging at (80½ M.) *Woodhouse* (p. 388) from the Nottingham line. — 89 M. *Shireoaks* is the junction of a line to (14 M.) *Mansfield*, the principal centre for visitors to the 'Dukeries' (see R. 46). — 92 M. **Worksop** is another of the chief approach-points to the 'Dukeries' and is treated in R. 46. — At (100 M.) **Retford** (p. 451) we join the main G. N. R. line and turn to the S. The route hence to (133 M.) *Grantham* is described in the reverse direction at p. 451; and at Grantham the route of the slow trains rejoins that of the express-trains as described on pp. 394-397.

At Nottingham the G. N. R. expresses diverge to the left from the G. C. R. route, and run towards the E. — 120 M. *Radcliffe-on-Trent.* 126 M. *Aslockton* was the birthplace of Archbp. Cranmer (1489-1556).

138 M. **Grantham** *(Angel*, well spoken of; *George*, both near the church, 1/2 M. from the station; *Rail. Rfmt. Rooms)* is a small and ancient town with 17,593 inhab. and large iron-works. To reach its fine church we turn to the left on leaving the station (on the side next the town). On the way we cross *St. Peter's Hill*, an open space adorned with a statue of *Sir Isaac Newton* (1642-1727), who was born at *Woolsthorpe Manor* (now a farmhouse), 8 M. to the S., and educated at Grantham grammar-school. The **Church of St. Wulfram* is mainly in the E. E. style of the 13th cent., with quaint and interesting gargoyles. It has a graceful spire, 280 ft. high, and contains some interesting monuments. The *Library* contains 300 chained volumes.

The *Angel Inn* is a quaint old building, formerly belonging to the Knights Templar and dating from the 13th cent., when King John is said to have held a court here (1213). It was here, too, that Richard III. signed the death-warrant of the Duke of Buckingham.

Lines run from Grantham to *Lincoln* and *Boston* (viâ *Sleaford*).

About 3 M. to the N.E. is *Belton House*, a seat of Earl Brownlow, with some good paintings (introduction necessary for admission; park open to the public).

Belvoir Castle (pron. Beevor), the seat of the Duke of Rutland, 7 M. to the N.W. (3 M. from stations *Bottesford* and *Redmile*), deserves its name for its beautiful park and situation. It was built in the modern Gothic style by Wyatt in 1808 after the destruction of the older building by fire. Its valuable collections are shown to the public on week-days (11-5). In the Reception Rooms are tapestry, armour, miniatures, and family portraits. The Chapel contains an *Altar-piece by Murillo. The *Picture Gallery is one of the finest private collections in England outside London. Among the choicest works (beginning to the left on entering) are the following: *N. Poussin*, The Seven Sacraments; *W. van de Velde*, Sea-pieces: *L. Nain*, French peasants; *Jan Steen*, Saying grace; *Ribera (Spagnoletto)*, Martyrdom of St. Andrew; *Jac. van Ruysdael*, Landscapes; *Reynolds*, Portrait-group; *A. Cuyp*, Cattle; *Teniers*, *Flemish Proverbs (and eight other works); *Rubens*, *Hercules and Antæus; *Gainsborough*, Horses at pasture; *Weenix*, Dog and game; *C. Netscher*, Duet; *Lucas van Leyden* (?), Last Supper; *Jan van der Heyde*, Two views of towns; *Murillo*, Holy Family, with saints; *Rembrandt*, *Portrait; *Gainsborough*, Two woodland scenes; After *Holbein*, Henry VIII. (lifesize; one of the best reproductions of the lost original); *G. Dou*, Girl with bird-cage; *C. Netscher*, Lady with attendants; *N. Berchem*, Pastoral scenes; *Rubens*, Holy Family, Madonna with saints; *Ph. Wouverman*, Smithy.

From (155 M.) *Essendine* a branch-line diverges on the left to *Bourne* (Sleaford, Spalding, Boston, etc.), and another on the right to (4 M.) *Stamford* (fares 7*d.*, 3 1/2*d.*).

Stamford (*George; Stamford*, R. 3*s.* 6*d.*) is an ancient town, with four fine churches, two old gateways, and the scanty remains of a priory. The 'Stamford Mercury' was the earliest English newspaper (1712). Pop. (1901) 8229. About 1 1/2 M. to the S. is **Burghley House*, the seat of the Marquis of Exeter, a fine Renaissance building, with some good paintings, and carvings by Grinling Gibbons (open Tues., Thurs., & Sat. 10-12.30 and 2-6, adm. 1*s.*; other days by special permit from the estate-office, adm. 2*s.*). — At *Bourne* (Angel; Bull) was the ancient Saxon camp, in which 'Hereward, the last of the English', made his determined stand against

the Conqueror. The railway-station incorporates an old Elizabethan mansion. — About 3 M. from *Billingborough*, on the line from Bourne to Sleaford, lies *Semperingham*, the birthplace of St. Gilbert (d. 1189), with an interesting church.

167 M. **Peterborough** (*Great Northern Hotel*, at the G. N. R. station, R. 4*s*.; **Grand*, R. 3*s*. 6*d*.–4*s*. 6*d*., D. 3*s*. 6*d*.; *Angel*, R. 4*s*., D. from 3*s*. 6*d*., *Bull*, in the town; *Refmt. Rooms*), an ancient city with 30,870 inhab. and the see of a bishop since 1541, on the *Nene*. *William Paley* (1743-1805), author of 'The Evidences of Christianity', was a native of Peterborough.

The *G. N. Station*, on the W. side of the town, lies about ½ M. from the *G. E. Station* on the S. To reach the market-place from the former we follow the Cowgate to the E., passing the *Church of St. John* (restored), with a 15th cent. tower; from the G. E. station we proceed to the N., crossing the Nene, and ascending Narrow St. — From the market-place we enter the cathedral-precincts by the *Western Gateway*, dating originally from 1177-93; to the left is the chancel of the *Becket Chapel* (Dec.), now used as a museum of natural history (adm. 3*d*.). We then reach a spacious court in front of the W. façade of the cathedral, with two other old gateways, that on the right leading to the *Bishop's Palace*, that on the left to the *Deanery* (the old *Prior's House*).

The *Cathedral is one of the most important Norman churches left in England, though the first glance at the exterior does not seem to bear out this assertion. The elaborate and somewhat foreign-looking **West Façade*, with its recessed arches (84 ft. high), gables, parvise, and sculptures, is, however, a later addition (ca. 1220?), and forms, as it were, a screen in front of the original W. wall. The cathedral is 471 ft. long, 81 ft. wide, and 81 ft. high; the great transept is 202 ft. in length, and the N.W. tower 188 ft. high. The daily services are at 10 a.m. and 5.30 p.m. The building is open from 9.30 a.m.; adm. to the choir 6*d*., to the foundations of the Saxon church 6*d*., to the tower or triforium 6*d*.

The present building is the third church on this site. The first was founded by Penda, King of Mercia, in 656, as the church of the Benedictine monastery of *Medeshamstede*, which afterwards became one of the most important of English abbeys. This church was destroyed by the Danes in 870-3. The second was founded in 971 and burned down in 1116. The oldest part now standing is the choir, consecrated about 1140. The great transept dates from 1155-77, the late Norman nave from 1177-93, and the W. transepts, in the Transition style, from 1193-1200 (see p. xlvi). A series of uniform Dec. windows was added throughout the church in the 14th cent., and the retro choir, or 'New Building', is a Perp. fan-vaulted structure of 1438-1528. The spires and pinnacles of the flanking turrets of the W. façade are of the Dec. and Perp. periods. The N.W. tower, behind that of the W. front, was added about 1260-70. The W. porch and the parvise above it seem to have been inserted about the end of the 14th century. The fine central tower, which was erected in the 14th cent. in place of the Norman lantern, having been condemned as unsafe, was rebuilt by Mr. Pearson in 1884-6; and since 1897 the W. front and other parts have been restored.

The *Interior gives an impression of unusual lightness for Norman architecture. In 1643 it suffered very severely from the iconoclasm of the Puritans, who destroyed the reredos, the fine stained-glass windows, and most of the monuments and sculptural decoration. In the course of the recent restoration it was found that the apparently solid Norman piers were merely shells filled with rubble, and that their builders had

strangely neglected to go down to the solid rock, here only 3-4 ft. below the original foundations. The clerestory and triforium of the NAVE are very important in size, and the effect produced is remarkably good. The painted wooden ceiling dates from the 12th century. The arches of the central tower were changed from circular to pointed at the close of the 14th century. To the N. of the W. door is a portrait (a copy of a contemporary original) of *Old Scarlett* (d. 1594), the sexton who buried Catherine of Aragon and Mary Stuart (see below); to the S. is the ancient *Font*. — On the E. side of the N. TRANSEPT are two blocked-up arches, leading to the site of the *Lady Chapel* (1290), of which little remains. Beneath the floor of this transept several Saxon carved coffin-lids of stone were discovered in 1888. Beneath the S. transept some interesting traces of the second Saxon church on this site are shown to visitors. The timber roof of the transepts is probably the earliest of the kind in England. — The CHOIR or PRESBYTERY has an apsidal termination, which is still *in situ*, standing within the 'new building'. The fine roof is of the Perp. period. The stalls and mosaic pavement are modern. In the N. choir-aisle is the grave of *Queen Catherine of Aragon* (d. 1536); and in the corresponding part of the S. aisle is a slab showing the former resting-place of *Mary, Queen of Scots* (d. 1587), whose remains are now in Westminster Abbey (see *Baedeker's London*). The monuments of both were destroyed by the Puritans; but tablets to their memory, subscribed for by ladies in England bearing respectively the Christian names of Mary and Catherine, have been placed near the graves. — The CLOISTERS, on the S. side of the nave, are known as the *Laurel Court*.

About 2 M. to the W. of Peterborough is *Milton Park*. — The ruined church of **Crowland Abbey** (12-15th cent.; adm. 6*d*.), 8½ M. to the N. of Peterborough, may be reached by carriage, or by train to *Peakirk* or *Eye Green* (see below), each about 5 M. from the abbey. The curious triangular bridge in the middle of the town of *Crowland* (George, plain), at the confluence of the *Welland* and the *Nene*, apparently dates from the time of Edward I. (1272-1307), but the weatherworn effigy which adorns it is evidently much older (King Ethelbald?). — Excursions may also be made from Peterborough to *Castor*, *Fotheringay*, and *Warmington* (see p. 270).

FROM PETERBOROUGH TO SUTTON BRIDGE, 28 M., railway in 1¼ hr. (fares 3*s*. 10*d*., 2*s*. 1½*d*.). The first station is (6 M.) *Eye Green* (see above). 9 M. *Thorney*, with a ruined abbey. — 21 M. **Wisbech** (*Rose & Crown*), a small town on the *Nene*, is also a station on the G.E.R. line from *March* to *Lynn*. Pop. (1901) 9831. It contains large nurseries and a statue of Thomas Clarkson, the Abolitionist, born here in 1760. — 28 M. *Sutton Bridge*. Trains from Peterborough run through to (39 M.) *Lynn* (p. 495), where they join the lines for *Yarmouth*, *Norwich*, etc.

From Peterborough to *Northampton*, see p. 270; to *Boston*, see p. 481.

Leaving Peterborough, we obtain a good view of the cathedral to the left. We now traverse the flat district known as the *Fens*. From (174 M.) *Holme* a branch diverges to (6 M.) *Ramsey* (Anchor), with a few relics of a Benedictine abbey. — About 2 M. to the right of the line is *Stilton*, which has given its name to a well-known cheese.

183½ M. **Huntingdon** (*George; Fountain*, R. 2*s*. 6*d*., D. 2*s*. 6*d*.-4*s*.; *Rail. Rfmt. Rooms*), a small town on the *Ouse*, with 4261 inhab., was the native place of *Oliver Cromwell* (1599-1658), whose birth is recorded in the register of St. John's Church. The *Grammar School* in which the Protector was educated has been restored and its original Norman architecture brought to light. The restored churches of *St. Mary* and *All Saints* are worthy of notice. The poet Cowper lived at Huntingdon with the Unwins in 1765-7 (comp. p. 383). To the right, near the station, is *Hinchingbrooke*, the seat of the Earl of Sandwich.

From Huntingdon a joint line of the G. N. R. and G. E. R. (fares 9*d*., 5*d*.) runs E. to (5 M.) **St. Ives** *(Golden Lion)*, a place of great antiquity, believed to have been a Saxon settlement. Its foundation is ascribed to a Persian saint, St. Ivo. Pop. (1901) 2910. Lines radiate hence to *March (Lynn)*, *Ely* (p. 492; *Norwich*, *Yarmouth*), and *Cambridge* (p. 483).

191 M. *St. Neots* (Cross Keys), with a good Perp. church and a saline spring. At (193½ M.) *Sandy* we cross the L. N. W. line from Oxford to Cambridge (p. 492). — 211 M. **Hitchin** *(Sun; Rail. Rfmt. Rooms)*, a thriving little country-town (10,072 inhab.), with manufactories of lavender water. To *Bedford*, see p. 383.

Another line runs hence to (26 M.) *Cambridge* (p. 483), the first station on which is (2½ M.) **Letchworth** *(Letchworth Hall Hotel)*. Here the first 'Garden City' in England has been laid out since 1903 on an estate of 3800 acres, and has already attained a considerable size, with numerous factories, shops, and houses.

218 M. *Knebworth*, with the seat of Lord Lytton (let). — 225 M. *Hatfield* (Red Lion; Rail. Rfmt. Rooms), a small market-town on the *Lea*, with a large church.

Immediately to the E. of the town, in a beautiful park, is ***Hatfield House**, the seat of the Marquis of Salisbury, a stately Jacobean mansion (1611), containing interesting historical portraits and a valuable collection of historical MSS. (visitors admitted in the absence of the family on Wed. & Thurs., 2-5 p.m., on previous application to the housekeeper). There are also a few remains of the original palace here, built in the 12th cent. by the Bishops of Ely, and afterwards a royal residence. It was in this older house that the Princess Elizabeth received the news of her accession to the throne; and a fine oak in the park is pointed out as marking the limits of the walks allowed her while confined here. Charles I. also was imprisoned for a short time at Hatfield. The grounds are fine. — About 2½ M. to the N. of Hatfield is *Brocket Hall*, successively the residence of *Lord Melbourne* (d. 1848) and *Lord Palmerston* (d. 1865) and now of Lord Mount Stephen.

From Hatfield lines diverge to *St. Albans* (p. 384), *Luton* (p. 384), and Hertford *(Salisbury Arms*, R. or D. 3*s*.; *Dimsdale Arms)*, on the Lea, with the remains of a castle of the 10th cent. and one of the 17th cent., now used as a school. Pop. (1901) 9332. To the W. of Hertford is *Panshanger*, the seat of Countess Cowper. Comp. *Baedeker's London*.

236½ M. *New Southgate*, the station for *Colney Hatch Lunatic Asylum*, the extensive buildings of which lie to the right.

243 M. **London** *(King's Cross)*, see *Baedeker's London*.

e. From Liverpool to London viâ Shrewsbury, Birmingham, and Oxford.

230 M. Great Western Railway in 5¾-7½ hrs. (fares, see p. 369). Through-trains run daily by this route; the journey may be broken at Hatton (p. 262) for a visit to Stratford-on-Avon (p. 263).

The different sections of this route have been already described. From Liverpool to (16½ M.) *Chester*, see R. 41; from Chester to (42 M.) *Shrewsbury*, see R. 39; from Shrewsbury to (42 M.) *Birmingham*, see R. 37; from Birmingham to (66 M.) *Oxford*, see R. 34; from Oxford to (63½ M.) **London** *(Paddington)*, see R. 31.

45. The Derbyshire Peak.

The hilly district generally known as the *Peak includes the highlands in the N.W. of Derbyshire and parts of the adjacent counties. It may be said, roughly, to extend from *Ashbourne* (p. 407) on the S. to *Glossop* (p. 386) on the N., and from *Buxton* (p. 404) on the W. to *Chesterfield* (p. 443) on the E., comprising an area 30 M. long and 22 M. broad. The district belongs partly to the gritstone, and partly to the limestone formation. The highest summits are *Kinder Scout* (2088 ft.), on the N.; *Axe Edge* (1810 ft.), near Buxton; and *Mam Tor* (1710 ft.), near Castleton. In spite of the name, the hills have rounded and not pointed summits, and there is nothing in the scenery that can be called mountainous. The so-called High Peak, in the N. part of the district, consists mainly of a series of bleak moorland hills or plateaux, little diversified by wood or water. The chief centres of attraction are the rocky and wooded valleys of the *Dove* (p. 406), the *Derwent* (at Matlock, see below), and the *Wye* (Buxton, p. 405); the ancient house of *Haddon* (p. 399); the modern mansion of *Chatsworth* (p. 401); and the *Castleton Caverns* (p. 403). All of these may be visited from Derby, though rather hurriedly, in 4 days. 1st Day: From Derby by train to *Cromford*, 16 M.; from Cromford by road to *Matlock*, 2 M.; from Matlock by train to *Rowsley*, 4¼ M.; from Rowsley to *Haddon Hall* on foot, 1½ M.; from Haddon to *Edensor* by road, 6 M.; from Edensor to *Chatsworth*, ½ M. [Or from Haddon to Edensor on foot, 3½ M., leaving Chatsworth for next day.] — 2nd Day: From Edensor or Chatsworth to *Eyam* and *Castleton* by road, 16 M.; visit the *Caverns;* if time allows, ascend *Mam Tor*. — 3rd Day: From Castleton to *Chapel-en-le-Frith* and *Buxton* by railway; from Buxton through *Cheedale* to *Miller's Dale* on foot, 6 M.; back to Buxton by train. [Or we may go on by train from Miller's Dale to *Bakewell*, and walk or drive thence to (11 M.) *Alstonefield*.] — 4th Day: From Buxton to *Alsop-en-le-Dale* by train, 15½ M.; thence by road to the *Dove Holes* (p. 407), 1½-2 M.; through *Dovedale* by footpath to *Thorpe Cloud*, 3 M.; from Thorpe Cloud to *Ashbourne* and *Derby* by railway, 33½ M. — The round may be equally well made in the opposite direction; and those staying in Manchester may begin it at Buxton (train from Manchester to Buxton ¾-1½ hr.; fares 3*s.* 9*d.*, 2*s.* 2*d.*, 1*s.* 11½*d.*). The Peak may be approached also from *Sheffield* (comp. pp. 388, 405).

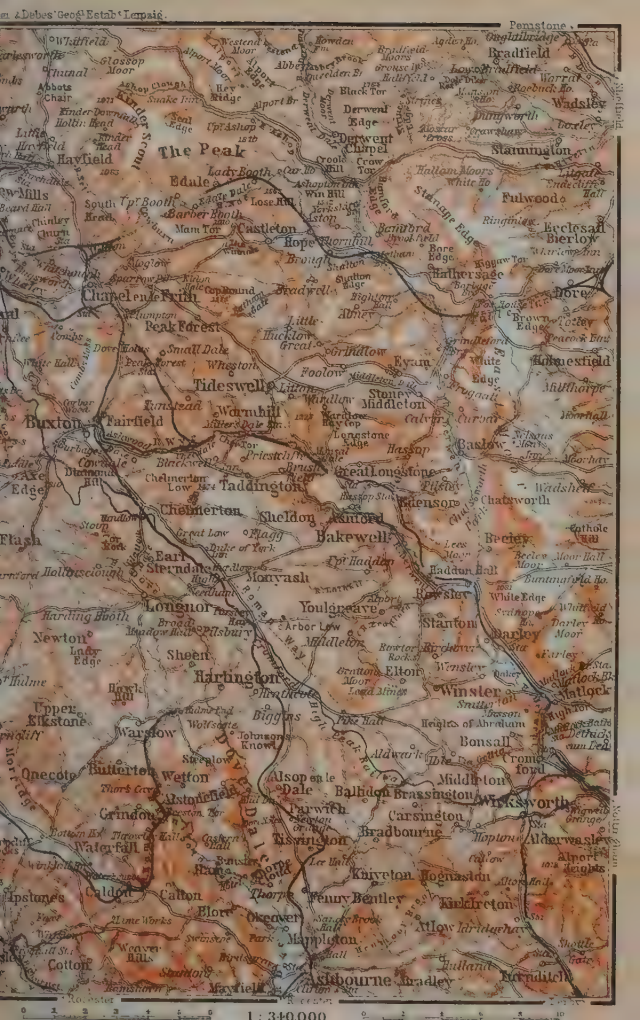
Railway from Derby to (16 M.) *Cromford*, see R. 44b. Cromford lies at the lower (S.) end of the narrow part of the *Derwent Valley*, the picturesque limestone formations of which have made Matlock famous. The direct road to (1 M.) Matlock turns to the right, a few hundred yards from the station, beyond the bridge.

A pleasant round may be made by turning to the left and proceeding through the village and along the Wirksworth road to the (1½ M.) *Black Rocks*, a good point of view. We then follow the road to (½ M.) *Middleton Cross*, turn to the right, and at the (1½ M.) farther end of *Middleton* follow the road slanting down the hill to (½ M.) *Rider Point*. Here we turn to the right and descend the valley called the *Via Gellia* to (1 M.) the *Pig of Lead Inn*, whence we proceed to the left to (½ M.) *Bonsall* and (1½ M.) Matlock Bath.

Matlock. — **Hotels.** At *Matlock Bath:* *Royal, with baths, R. from 3*s.* 6*d.*, D. 5*s.*; *New Bath, with baths and garden, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*, pens. from 10*s.* 6*d.*; Temple, these first-class, on the hillside, with views; Bath Terrace, R. from 2*s.* 6*d.*, D. 2*s.* 6*d.*, pens. 42*s.* per week. — Devonshire, Hodgkinson's, Peveril (temp.), R. 2*s.*, D. 2*s.* 6*d.*, plain. — At *Matlock:* Old English, R. 2*s.* 9*d.*, D. 2*s.* 6*d.*; Crown. — Hydropathics: Smedley's (pens. 8*s.* 6*d.*-12*s.*), Chesterfield House, Matlock House (pens. from 45*s.* 6*d.* per week), Rockside (pens. 7*s.*-10*s.* 6*d.* per day), and others.

Excursion Brakes in summer to *Haddon*, *Chatsworth*, *Dovedale*, etc.

Cable-Tramway from Matlock Station up the hill to Matlock Bank (fares 1*d.*, 2*d.*). — **Golf-Course** (18 holes) on *Matlock Moor*.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Chatsworth
Edensor
Great Longstone
Taddington
Chelmorton
Sheldon
Ashford
Bakewell
Earl Sterndale
Monyash
Rowsley
Youlgreave
Stanton
Newton
Sheen
Hartington
Elton
Winster
Matlock
Upper Elkstone
Warslow
Biggins
Bonsall
Cromford
Onecote
Butterton
Wetton
Alsop en le Dale
Middleton
Wirksworth
Ashbourne
Parwich
Carsington
Grindon
Waterfall
Tissington
Bradbourne
Alderwasley
Ipstones
Caldon
Calton
Blore
Ossaston
Thorpe
Fenny Bentley
Kniveton
Ingleston
Kirkcleton
Mapleton
Atlow
Cotton
Alsop
Bradley
Ilkeston
Derwent Edge
Derwent Chapel
The Peak
Hayfield
Edale
Castleton
Rope
Chapel en le Frith
Peak Forest
Buxton
Fairfield
Dove Holes
Whaley Bridge
Flash
Longnor
Hollinsclough
Quarnford
Flagg
Sheldon
Ashford
Bakewell
Monsal Dale
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Middleton
Wirksworth
Carsington
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Kniveton
Ingleston
Kirkcleton
Fenny Bentley
Mapleton
Atlow
Ashbourne
Bradley
Ilkeston
Derwent
Ladybower Reservoir
Howden Reservoir
Derwent Reservoir
Dovestones Reservoir
Broadlee Pool
Errwood Reservoir
Goyt's Moss
Shining Tor
Axe Edge
Roman Road
Dane
Manifold
Hamps
Churnet
Derwent
Wye
Lathkill
Bradford
Ecclesbourne
Amber
Ashop
Noe
Dove
Trent
Henmore Brook
Bentley Brook
Ecclesbourne
Derwent

Matlock Bath and *Matlock* mainly extend along the *Derwent* for about 2 M. and contain a joint population of about 8000. The first of these is situated in the very centre of the romantic gorge which the Derwent here forms, and is the best headquarters for tourists. Matlock lies in the floor of the valley, at the N. end of the gorge, and is the railway-station for Matlock Bank, situated on the hill-side above, and consisting to a great extent of hydropathic establishments, boarding-houses, and lodgings. Matlock Town lies on the N. side of the High Tor, opposite Matlock Bank. The tepid springs (68°), for bathing, are at Matlock Bath, and may be used at the New Bath Hotel, the Royal Hotel, and the *Fountain Baths*. — Directions for finding the way to points of interest are unnecessary, as the guide-posts and placards are only too conspicuous.

On the right (E.) side of the ravine, opposite Matlock Bath, is the *High Tor, an abrupt limestone rock, rising 400 ft. above the river and commanding a good *View of the valley (adm. 3*d.*). At the top, on the side farthest from the valley, is the so-called **Fern Cave*, a curious narrow fissure in the rock, 150 ft. deep. The *Roman Cave* is a similar but less striking crevice. The large house on the hill to the E. is *Riber Castle*, built by Mr. Smedley of the hydropathic. A carriage-drive leads from near the top of the High Tor to *Matlock*. In the other direction this road leads to *Starkholmes*. A walk descends from the top of the High Tor to a new suspension-bridge, leading to Matlock Dale.

On the W. side of the valley rise the **Heights of Abraham** (adm. 6*d.*; *View), a buttress of the *Masson* (1100 ft.). About halfway up to the tower marking the Heights are the *Rutland Cavern* and the *Old Roman Cave*. From the tower we may go on to (100 yds.) the *Old Roman Lead Mine & Great Masson Cavern* (adm. 3*d.* each, with minimum of 1*s.*).

On the side of the hill, at the back of the Matlock Bath hotels, is the *Speedwell Cavern*. — Of the other caverns at Matlock (very inferior to those of Castleton, p. 403) the best is the *Cumberland Cave* (adm. 1*s.*, two or more pers. 6*d.* each). — A visit may be paid to one of the *Petrifying Wells* (adm. 1*d.*). — The **Promenades*, on both banks of the Derwent, are connected by a foot-bridge.

Longer excursions may be made to *Bonsall*, *Cromford*, and the *Black Rocks*; to (6 M.) *Crich Stand* (view) and thence to (2½ M.) the ruins of *Wingfield Manor*; to the (9 M.) *Rowtor Rocks*; to (12 M.) *Chesterfield* p. 443); to *Haddon* and *Chatsworth*; and to (9 M.) *Lathkill Dale*.

RAILWAY FROM MATLOCK to (4¼ M.) ROWSLEY, see R. 44b. — Darley Dale (p. 376) is the best station for a visit to the picturesque *Rowtor Rocks* (3 M. to the W.; entered through the Druid Inn).

Rowsley (*Peacock Inn*, R. or D. 4*s.*), a small village pleasantly situated at the confluence of the *Wye* and the Derwent, is the starting-point for a visit to (1½ M.) Haddon Hall. Excursion-brakes ply to Haddon (6*d.*) and Chatsworth (1*s.*).

The road to Haddon turns to the left at the station and passes under the bridge. At the 'Peacock' we follow the road to the extreme left and reach (¼ M.) a bridge over the Wye. Here we leave the road by a stile to the right, on this side of the bridge, and follow a path (indistinct at first) along the river and through the park to (10 min.) Haddon Hall.

***Haddon Hall**, picturesquely situated on a slope rising from the Wye, is an almost ideal specimen of an old English baronial mansion, and, though unoccupied, is still in fair preservation (adm. 4*d.*).

Held at an early period by the Avenel family, Haddon came in the 12th cent. into the hands of the Vernons, who retained possession of it

for 400 years. By the marriage of the fair Dorothy Vernon (see below) it passed to the Rutland family, who still own it, though the Duke lives at Belvoir (p. 394). The building encloses two courtyards. The N.E. tower and part of the chapel are late-Norman; the great banqueting hall, between the two courts, and most of the adjoining block date from the 14th, the E. range of buildings from the 15th, and the S. façade and the terraced gardens from the end of the 16th century.

Interior. The rooms are generally shown in the following order. The *Chaplain's Room*, containing a pair of jack-boots, a leathern doublet, etc.; the **Chapel*, with some fine Norman work and a stained-glass window of the 15th century; the *Kitchen*, with enormous fireplaces; the **Banqueting Hall*, 35 ft. long and 25 ft. wide, with a dais, a minstrels' gallery, and some old paintings; the panelled *Dining Room*, with an oriel window overlooking the garden; the *Drawing Room*, hung with old tapestry; the *Earl's Dressing Room* and *Bedroom;* the fine **Ball Room* or *Gallery*, 100 ft. long, with oaken wainscoting and floor; the *Ante-Room*, with a set of hangings from 'The Acts of the Apostles'; the *State Bedroom*, hung with tapestry, with a bed, dressing-table, and looking-glass said to have been used by Queen Elizabeth; the *Archers' Room*, in the oldest part of the building; and the *Eagle* or *Peveril's Tower*, the top of which commands a fine view. We then return to the Ante-Room (see above) and descend to the garden by a flight of steps, said to have been used by Dorothy Vernon when she eloped with Sir John Manners, son of the Earl of Rutland (16th cent.). The charming *View here of the S. façade, the terrace, and the old yew-trees is familiar from engravings and photographs.

To reach Chatsworth from Haddon by carriage (pedestrian route, see below), without returning to Rowsley, we follow the road from the bridge mentioned on p. 399 to (2½ M.) **Bakewell** (**Rutland Arms*, frequented by anglers, R. or D. 4*s.*; *Castle*, R. or D. 2*s.* 6*d.*), the '*Badequelle*' of Domesday, a delightfully situated little town, with 2850 inhabitants. The large **Church*, with its lofty octagonal spire, has a Norman doorway, and contains an ancient font and the monument of Dorothy Vernon (d. 1584) and her husband (see above). A *Cross* in the churchyard is believed to date from the 8th or 9th century. The baths are unimportant. Omn. to Baslow (p. 402).

About 1¾ M. to the N.W. of Bakewell is the village of *Ashford* (Devonshire Arms), with a pretty church. The walk may be continued to (1⅓ M.) *Monsal Dale* (p. 376).

At Bakewell we turn to the right and proceed by a circuitous route (direct path 1 M. shorter) to (3½ M.) *Edensor* (*Chatsworth Hotel), a model village, on the outskirts of Chatsworth Park. The church contains a memorial-window to *Lord Frederick Cavendish* (assassinated in 1882), who is buried in the churchyard.

Direct Walk from Haddon to Chatsworth, 3½ M. (1¼-1½ hr.). We ascend the flight of steps by the cottage opposite the entrance to Haddon and follow a footpath, which almost immediately joins a cart-track. The track passes to the left of an old bowling green and ascends by a fence, and at the top, to the left, follows a wall, to (8-10 min.) a gate, opening on a lane. To the right is a farm-house. We pass through (2 min.) another gate and follow a green lane. At (9 min.) a gateway, with two stone posts but no gate, we keep to the left branch of the lane and cross a ridge between two valleys. At the end of the ridge we enter the wood by a (3 min.) gate and after 8 min. more ascend to the left. We then (1 min.) ascend to the right by a track skirting a drain. At (4 min.) the top of the wooded hill we proceed to the left along the wall for 180 yds. to a gate, passing through which we cross

a field diagonally to (5 min.) another gate. This opens into a beech-plantation, on leaving which we emerge upon a sloping pasture. The path is now indistinct, but by bearing a little to the left, somewhat in the line of a dry water-course, we reach (7-8 min.) a stile in a wall, opposite a dam, which crosses a small pool to the left of a farm-house. In ascending the cart-road on the other side we keep to the right beyond the gate, and come to (5 min.) a broad green drive. Here we proceed to the right, towards the lodge, and at the end of the drive enter the wood by a (3 min.) stile adjoining a gate. The path crosses another green drive and enters Chatsworth Park by (5 min.) another stile. Chatsworth is now in sight; the way to the (¼ hr.) bridge is to the left.

***Chatsworth**, the magnificent seat of the Duke of Devonshire, is a striking contrast to Haddon, the one being as redolent of modern, as the other of mediæval state. The *Park is 9 M. in circumference.

The huge Palladian residence of the Cavendishes, 560 ft. long, was built in 1687-1706, on the site of an earlier edifice, in which Mary Stuart was for a time a prisoner. The N. wing was added in 1820. The interior contains a large collection of paintings, drawings, and sculptures by eminent masters, exquisite wood-carvings ascribed to Grinling Gibbons, and historical and other curiosities. Visitors are admitted on three days a week in May, June, and July; but this arrangement is liable to alteration.

Interior. Passing through the handsome iron gates, we are conducted to the Sub-Hall, where we await the attendant. The Great Hall (60 ft. long), is adorned with frescoes by *Verrio* and *Laguerre*. The Chapel, with the altar at the W. end, is lavishly embellished with marble, Derbyshire spar, wood-carving, and paintings by *Verrio*. The State Apartments, in the third story, are adorned with wood-carvings, Derbyshire spar and marble, and paintings by *Verrio* and *Thornhill*. The State Dressing Room contains a piece of wood-carving in imitation of point-lace. In the Old State Bedroom, the walls of which are hung with stamped leather, are the coronation-chairs of George III. and Queen Charlotte, and in the Music Room are those of William IV. and Queen Adelaide. Behind a half-open door is a clever piece of illusive painting by *Verrio* (a fiddle on the wall). The State Drawing Room contains Gobelins tapestry from Raphael's cartoons and the coronation-chairs of George IV. and Queen Caroline. The State Dining Room has some fine wood-carving. On the central table is the rosary of Henry VIII. The Corridors of the third story form the *Sketch Gallery, containing upwards of 1000 original drawings by *Raphael*, *Leonardo da Vinci*, *Michael Angelo*, *Titian*, *Correggio*, *Rubens*, *Rembrandt*, *Dürer*, *Holbein*, *Claude Lorrain*, and other great masters (admirably lighted). — We now descend to the *Picture Gallery, which contains works by *Van Eyck*, *Teniers*, *Titian*, *Tintoretto*, *Murillo*, *Holbein*, etc. It is adjoined by the Billiard Room, with well-known works by *Sir Edwin Landseer*. — The chief treasures of the Library are Claude's 'Liber Veritatis' and the 'Kemble Plays', a valuable collection of English dramas, including the first editions of Shakespeare, formed by John Philip Kemble. — The *Sculpture Gallery, adjoined by the *Orangery, contains a Venus by *Thorvaldsen* (with a bracelet); Napoleon, Napoleon's Mother, and Endymion, by *Canova*; a Girl spinning, by *Schadow*; Swan Song, by *Schwanthaler*, etc.

From the Orangery we enter the *Gardens (small fee to the gardener), which are fine but formal, with artificial cascades, fountains, surprise water-works, etc. The *Emperor Fountain* throws a jet 265 ft. high. The *Great Conservatory*, 280 ft. long, was erected from a design by Sir Joseph Paxton, the builder of the Crystal Palace, who was at the time head-gardener to the Duke of Devonshire. — On a height to the N.E. of the house is the *Hunting Tower* (90 ft. high), commanding an extensive view. *Queen Mary's Bower*, a low square tower surrounded by a moat, near the bridge over the Derwent, is said to have been a frequent resort of Mary Stuart (see above).

From Chatsworth or Edensor we now strike northwards towards (16 M.) *Castleton* by road (omnibus beyond Baslow, see below).

Those who prefer it may return to Bakewell (p. 400) and take the train thence (comp. p. 376) viâ *Chapel-en-le-Frith* (p. 404) to (25¼ M.) *Hope* (p. 406), the station for Castleton.

About ½ M. from the Chatsworth Hotel, at the fork, we take the right branch, which leads to (1½ M.) *Baslow* (*Grand Hotel & Hydropathic, R. from 3*s.* 6*d.*, D. 5*s.*, pens. from 10*s.* 6*d.*; Peacock; Royal, D. 2*s.*, pens. 5*s.* 6*d.*), a pleasant-lying village, from which omnibuses (1*s.*) ply to the stations at Bakewell (p. 400) and Grindleford (p. 406). Coach to (12½ M.) Sheffield (p. 386; fare 1*s.* 6*d.*). Beyond Baslow the road skirts the left bank of the *Derwent*, which it crosses near (1½ M.) an *Inn*, where we turn to the left and pass the village of *Calver* (to the left). At (⅓ M.) another *Inn* the main road to Castleton viâ *Hathersage* (see below) diverges to the right. We go straight on and soon reach (⅔ M.) *Stoney Middleton* (Moon Inn), beyond which we enter the rocky *Middleton Dale*. After ¾ M. the road to (½ M.) Eyam turns to the right.

The road ascending straight through the dale leads to (5 M.) Tideswell (*George; Cross Daggers*), a small town with a fine Dec. Church. Tideswell is 5 M. due S. of Castleton, and 3 M. to the N. of Miller's Dale (p. 405; omn. several times daily, 6*d.*).

Eyam (*Bull's Head*), pron. 'Eem', a prettily-situated village with 1000 inhab., is memorable for its terrible visitation by the plague in 1665-6, which carried off 260 out of its 350 inhabitants.

Thanks mainly to the heroic exertions of the rector, the *Rev. William Mompesson*, the village was strictly isolated from the rest of the country-side, and the plague thus prevented from spreading. The rector himself escaped, but he lost his wife. The victims of the disease were generally buried near the spot where they died, and the fields round Eyam are sprinkled with tombstones. The churchyard contains a *Saxon Cross*. Near the church is an arched rock, known as *Cucklet Church*, which Mr. Mompesson used as a pulpit during the plague. A pleasant path leads from Eyam across the moors to (5 M.) *Hathersage* (see below).

To continue our route to Castleton viâ Hathersage we follow the road leading to the E. from Eyam, which affords a view of Middleton Dale and the tower of Stoney Middleton church to the right. After about 1 M. we turn to the left, and ¾ M. farther on we rejoin the main road through the Derwent valley (comp. above). Beyond (½ M.) *Grindleford Bridge* (inn) the road runs through a narrow and finely-wooded part of the valley, which farther on again expands. 3 M. *Hathersage* (George, well spoken of; Ordnance Arms), a village with manufactures of pins and needles. Railway-station, see p. 406.

The church, dating from the 14th cent., contains some good brasses. The grave of *Little John*, the lieutenant of Robin Hood, is pointed out in the churchyard. — About 1¼ M. to the W. are *Higgar Tor* and an interesting British fort named *Carl Wark*.

Our road now leads to the W. through *Hope Dale*. At (2 M.) *Mytham Bridge* (inn) we leave the Derwent, which turns to the N. (to *Ashopton*, p. 403, 3 M.), and follow its affluent the *Noe*. At (2½ M.) *Hope* (Hall Inn; station, see p. 406: omn. to Castleton 4*d.*)

the road to Edale (see below) diverges to the right. — 1½ M. **Castleton** *(Castle*, R. 2*s.*, D. 2*s.* 6*d.*; *Bull's Head)*, at the head of Hope Dale, is the centre for excursions in the wilder N. part of the Peak. Perched on a steep rocky height (260 ft.) above the village is *Peveril Castle*, a stronghold taking name from its first owner, the natural son of William the Conqueror (adm. 1*d.*; view). The *Church* contains a fine Norman archway between the nave and the chancel. The *Museum* contains Derbyshire spar, etc.

The three **Caverns** may all be visited in half-a-day. Those who are pressed for time should at least view the entrance of the Peak Cavern and descend the Blue John Mine. The charge for admission to each cavern is 2*s.* for 1, 3*s.* 6*d.* for 2, 4*s.* 6*d.* for 3, 5*s.* for 4-5 pers., and 1*s.* for each pers. additional. Bengal lights extra. Guides are in attendance all day.

The **Peak Cavern**, at the foot of the castle-rock, extends for upwards of 2000 ft. into the hill. Its arched entrance (42 ft. high) is imposing; the other features of interest include a chamber 220 ft. square, a subterranean river known as the Styx, and several natural archways. The view of the landscape, framed in the entrance as we come out, is striking.

The **Speedwell Cavern** lies about ¾ M. to the W., at the foot of the Winnats (see below). We descend by a rocky staircase to a subterranean canal ½ M. long, driven into the hill by miners in an unsuccessful search for lead-ore. We traverse this canal in a boat; and at the end of it reach a large '*Cavern*, where the water is precipitated into an abyss of unknown depth. The height of the roof has not been gauged; but it is estimated that the floor is about 350 ft. below the surface of the hill. Nervous persons are advised to leave the Speedwell unvisited, as the passage of the canal is decidedly 'eerie'.

The '**Blue John Mine** lies about ¾ M. to the W. of the Speedwell Cavern. From the beautiful shape and loftiness of its chambers, the fine incrustations and crystallisations, and the great depth to which we descend by a natural vertical passage, this is perhaps the most interesting of the three. This gigantic chasm seems to have been formed by a convulsion of nature, not by water. The Blue John Mine is the only place where the beautiful spar of that name is found.

The best route from the Speedwell Cavern to the Blue John Mine is through the '**Winnats** (*i.e.* Wind Gates), a turf-grown mountain-pass, **1 M.** long, flanked with tall limestone rocks.

A little farther to the W. rises **Mam Tor** (1710 ft.), the top of which affords a good view of Hope Dale, Edale, Kinder Scout, and Eyam Moor. The name of 'Shivering Mountain' is given to this hill from the liability of its S. face to disintegration from frost. — A pleasant walk (2 hrs.) leads from Castleton to *Ashopton* (see below) viâ *Win Hill* (1532 ft.).

The quickest route from Castleton to *Chapel-en-le-Frith* (and Buxton) is afforded by the Dore & Chinley branch of the Midland Railway (p. 405). The direct road (8 M.) leads to the W., passing the Blue John Mine and the S. side of Mam Tor, but it is worth while to make the détour through Edale (see below), which adds 1½ M. to the distance for walkers and 5-6 M. for drivers.

Edale is a somewhat bleak little valley, watered by the Noe and enclosed by dusky green or moorland hills with great variety of outline. The hills to the N. belong to the plateau of **Kinder Scout** (2088 ft.), the highest part of the Peak; while to the S. are *Lose Hill* (p. 406), *Back Tor*, *Mam Tor* (see above), and *Lord's Seat* (1818 ft.). Those who have time should ascend *Grindslow*, at the back of Edale village, for the view; and they may prolong their walk thence across the plateau (no right of way) to the (4 M.) *Snake Inn* in *Ashopdale*, 7 M. from *Glossop* (p. 386) and 6½ M. above *Ashopton* (see above).

Walkers may reach Edale from Castleton by following the road viâ

(1½ M.) *Hope*, (4 M.) *Car House*, (1 M.) *Lady Booth*, and (¾ M.) *Edale Mill*, about ½ M. beyond which we reach a road leading to the (⅓ M.) village of *Edale*. Or they may proceed direct from Castleton to Edale by a footpath crossing the ridge between Mam Tor and *Back Tor*, reaching the road above described at a point a little short of (2½ M.) *Edale Mill*. — Those who wish to walk all the way to Chapel-en-le-Frith should follow the road through Edale to (1 M.) *Barber Booth* and then take a footpath ascending towards the S.W. to the *Stake Pass* and joining the Chapel-en-le-Frith road lower down (a boy may be taken as a guide from Barber Booth).

Chapel-en-le-Frith *(King's Arms*, pens. from 35*s*. per week; *Bull's Head)*, a town with 4500 inhab., has stations on the Midland (comp. p. 375) and L. N. W. Railways. Thence to Buxton by rail, about ¼ hr.

Buxton. — **Railway Stations.** The *Midland* and *L. N. W. Stations* lie side by side to the N.E. of the Quadrant and Crescent. The L. N. W. R. has a station also at *Higher Buxton*.

Hotels. Empire, in an open situation, with large grounds, R. from 6*s*. 6*d*., B. 2*s*. 6*d*.-3*s*., D. 6*s*.; *Palace, near the stations, R. from 5*s*., D. 5*s*., B. 3*s*., pens. 15*s*. (in winter 10*s*. 6*d*.); St. Ann's, in the Crescent, R. from 5*s*., D. 5*s*. 6*d*., pens. 14*s*. 6*d*. (winter 10*s*. 6*d*.); Crescent, also in the Crescent, R. from 4*s*., pens. from 12*s*. 6*d*. (winter 10*s*. 6*d*.); *Old Hall, family hotel, facing the entrance to the Gardens, R. from 4*s*. 6*d*., pens. 12*s*.; Savoy, overlooking the Public Gardens; Royal, R. from 4*s*., B. 3*s*., D. 4*s*. 6*d*., pens. from 12*s*. 6*d*. (in winter 10*s*. 6*d*.); Lee Wood, on the Manchester Road, pens. from 3*l*. 3*s*. per week; Devonshire, R. from 3*s*. 6*d*., D. 4*s*., pens. 10*s*. 6*d*. — Burlington; George, pens. from 12*s*.; Shakespeare, pens. 9-12*s*.; Eagle, in High Buxton, R. from 3*s*. 6*d*., pens. from 8*s*. 6*d*. — At the Buxton hotels the prevailing custom is to have table-d'hôte meals and pay a fixed price per day. — **Hydropathics.** *Buxton*, pens. 9-16*s*.; *Clarendon*, 8*s*. 6*d*.-13*s*. 6*d*.; *Peak*, 8-12*s*.; *Haddon Hall & Grove*, 6*s*. 6*d*.-9*s*. — Numerous *Boarding Houses* and *Lodgings*. — Charges at all these are reduced in winter.

Cabs with one horse 1*s*. per mile, each addit. ½ M. 6*d*.; with two horses 1*s*. 6*d*. & 9*d*.; per hour 3*s*. 6*d*. & 4*s*. 8*d*., each addit. ¼ hr. 10*d*. & 1*s*. 2*d*. (before 2 p.m. 2*s*. 6*d*., 3*s*. 4*d*., 7*d*., 10*d*.). — **Bath Chairs** per ½ hr. 1*s*., 1 hr. 1*s*. 3*d*., each addit. ¼ hr. 4*d*.

Coaches in summer to *Castleton* (p. 403), *Haddon Hall* (p. 399), *Chatsworth* (p. 401), *Dovedale* (p. 406), the *Cat & Fiddle* (p. 405), etc.

Golf Course (18 holes) on *Fairfield Common* (p. 405), 1 M. from the stations (2*s*. 6*d*. per day; 10*s*. per week).

Post Office, Devonshire Circus.

Buxton, one of the three chief inland watering-places in England and the highest town in the country (1000 ft. above the sea), contains a resident population of (1901) 10,181, which is greatly increased during the summer-season. It has a fine bracing climate, apt at times to be rather cold. Sleighing, tobogganing, and skating are in vogue here in winter. The *Hot Springs* for which it is famous (Bath having the only other hot springs in England) seem to have been known to the Romans, and were several times visited by Mary Stuart when in the custody of the Earl of Shrewsbury (comp. p. 387). They rise from fissures in the limestone rock at a constant temperature of 82° Fahr., and are efficacious in rheumatism and other ailments. The **Crescent**, the most prominent building in the town, has the *Tepid Baths* (1*s*.-2*s*. 6*d*.) and the *Chalybeate Wells* at the W. end and the *Hot Baths* (1*s*. 6*d*.-3*s*. 6*d*.) at the

E. end. In front is the *Pump Room*. Behind the last is a grassy knoll known as *St. Ann's Cliff*, at the upper end of which is the *Town Hall*, beyond which again lies Upper Buxton. To the W. of the Crescent are the *Pleasure Gardens* (adm. 6*d.*, in winter 4*d.*), with a lake, tennis courts, bowling green, croquet lawns, an *Opera House*, and large *Pavilion* containing a concert-hall (music twice daily), reading-room, and winter-garden. Through the centre of the Gardens flows the infant Wye, and their S. side is skirted by the Broad Walk, with its well-built villas. The large domed building, near the Palace Hotel, is the *Devonshire Hospital*. It was originally built as a private winter riding school. The dome, 154 ft. in diameter, is said to be the largest in Europe, and is remarkable for a curious echo, best heard from the centre of the floor-space.

Environs. At the end of the Broad Walk is a board indicating the path to (1 M.) **Poole's Hole** (adm. 6*d.*), which crosses two fields and passes Buxton College. At the road we turn to the right. The cavern, named after an outlaw who used it in the time of Henry IV. (ca. 1400), contains some fine stalactites, but is inferior to the Castleton Caves (p. 403), and has been vulgarized by being lighted with gas. The *Wye* rises here. — The Duke's Drive is a carriage-road about 1¼ M. long, constructed by the Duke of Devonshire in 1795, and connecting the lower road through Ashwood Dale with the higher one to Longnor. It begins and ends not much more than ½ M. from Buxton, so that the round is about 2½ M. — At *Fairfield Common*, 1 M. to the N.E. of Buxton, is a good golf-course.

About 5 M. to the S.W., on the road to Macclesfield, is the *Cat & Fiddle Inn* (1690 ft.; extensive view), the highest inn in England but one (p. 430). — Walkers may combine with this excursion an ascent of Axe Edge (1810 ft.), the second summit of the Peak, 2½ M. to the S. of Buxton. — Other favourite points are °*Cheedale* (see below); the *Corbar Wood Walks*, ½ M. to the N.W.; the *Diamond Hill* (named from the quartz crystals found on it), 1½ M. to the S.; *Solomon's Temple*, ½ M. beyond Poole's Hole; *Deepdale*, with its cavern, 3½ M. to the S.E.; the *Goyt Valley* (p. 375), to the N.W.; and the rocky chasm called *Ludchurch*, supposed to have been a resort of the Luddites (p. 389), 9 M. to the S.W. — Coaches in summer, see p. 404.

From Buxton through Cheedale to Miller's Dale, 6 M. We leave Lower Buxton by Spring Gardens and follow the Bakewell road through *Ashwood Dale*. On the right we pass (1 M.) *Sherwood Dell* and the cliff called the *Lover's Leap*. At a point about 3¼ M. from Buxton, after passing under the Midland Railway 3-4 times, we diverge to the left by a well-marked track and cross the *Wye* by a bridge near the junction of the main line with the Buxton branch. We then follow closely the left bank of the river, keeping to the lower paths, and not crossing the flat wooden bridge a little lower down. After about ½ hr. the stream sweeps to the left and we cross it by a plank-bridge. We then again pass under the railway, recross the river, and reach the entrance to °**Cheedale**, a narrow valley flanked by fantastic and well-wooded walls of limestone rock. *Chee Tor* (fine view) rises boldly on the right to a height of 300 ft. [The path, which is rather rough and very miry after rain, is closed on Thursdays.] Farther on we pass through a small wood, cross a side-valley, and reach a wooden bridge, which we cross if we wish to climb Chee Tor. If not, we follow the left bank to (¼ hr.) *Miller's Dale* (inn; p. 376). — We now either return to Buxton or go on to Bakewell (p. 400) by train.

From Buxton to Sheffield, 32 M., Midland Railway in 1¼-2 hrs. (fares 4*s.* 2*d.*, 2*s.* 6*d.*). This picturesque route, by the '*Dore & Chinley Line*', traverses the N. Peak. — To (6½ M.) *Chapel-en-le-Frith*, see p. 375. The line to Liverpool here diverges to the left. We thread the *Cowburn Tunnel* (2 M. long) to (12 M.) *Edale Station* (inn), a convenient starting-point for a

visit to *Kinder Scout* (p. 408). After traversing the sequestered *Edale* the train passes between *Lose Hill* (1562 ft.) on the right, and *Win Hill* (p. 403) on the left, and reaches (17 M.) **Hope** (p. 402), the station for *Castleton* (p. 403) and for *Bradwell*, near which is Bagshaw Cave. We now follow the *Noe* (p. 402) to (19 M.) *Bamford* and (21 M.) *Hathersage* (p. 402), where we enter the valley of the *Derwent*. — 23 M. *Grindleford* (Maynard Arms), 2½ M. to the N.E. of Eyam (p. 402; omn. 6*d*.). — The line turns to the E., passes through a tunnel ¾ M. long, and reaches (27½ M.) *Dore and Totley*. 28 M. *Beauchief*, with the scanty ruins of *Beauchief Abbey* (12th cent.) 30¼ M. *Heeley* (p. 388). Thence to (32 M.) *Sheffield*, see p. 388.

From Buxton to Ashbourne, 23 M., railway in ¾-1 hr. (fares 4*s*., 2*s*. 1*d*., 1*s*. 10½*d*.). This line affords the most convenient approach to the beauties of *Dovedale* (see below). Passengers should alight at Alsop-en-le-Dale, walk down the valley, and rejoin the railway at Thorpe Cloud, or (if returning to Buxton) they may reverse this route. — In leaving Buxton (L. N. W. R. station) we cross a lofty viaduct (view of town to right) to (¾ M.) *Higher Buxton*. To the left we have a glimpse of *Ashwood Dale* (p. 405). The upland district we traverse is at first somewhat bleak and monotonous. The pastures are enclosed by stone dykes. From (4 M.) *Hindlow* (1050 ft.) we may visit *Chelmorton Church*, the highest church in England (1175 ft.). Farther on we thread a longish tunnel. 7½ M. *Hurdlow* (1150 ft.); 10 M. *Parsley Hay* (1165 ft.). The line now soon reaches its culminating point (1250 ft.) and begins to descend. — 11½ M. **Hartington.** The large village (**Charles Cotton Hotel; Hartington Hall*, a boarding-house, pens. from 6*s*. 6*d*.) lies in the valley 1½ M. to the right and is a favourite resort of anglers.

A footpath along the left bank of the Dove leads hence through the charming **Beresford Dale*, with the 'Fishing House' (closed) of Izaak Walton and his friend and biographer, Cotton, to (5 M.) *Mill Dale* (see below). — On *Arbor Low*, 3 M. to the N.E. of Hartington, are some extensive 'Druidical' remains.

From *Hulme End* (hotel), 2½ M. to the W. of Hartington village, a light railway descends the pretty valley of the *Manifold*, parallel with Dovedale, to (9 M.) *Waterhouses*, in 40 min. (fare 9*d*.). 1 M. *Ecton*; 2 M. *Butterton*; 3 M. *Wetton Mill*. Near (4 M.) *Thor's Cave* (Refmt. Room), named from a large cavern in the face of a cliff, the Manifold disappears underground, to emerge again at Ilam (see p. 407). 4½ M. *Grindon*, 1 M. from the village. At (5 M.) *Beeston Tor* (Refmt. Room), a lofty rock at the junction of the Manifold and Hamps, the line enters the valley of the latter. At the foot of the rock is *St. Bertram's Cave*. 7 M. *Sparrowlee*. 9 M. *Waterhouses* (p. 371).

15½ M. *Alsop-en-le-Dale* (*New Inn Hotel, near the station, R., L., or D. from 2*s*. 6*d*., pens. from 8*s*. 6*d*.; trout-fishing in the Dove; seat in carr. to Mill Dale 9*d*.-1*s*.) is the station for the head of ***Dovedale,** a picturesque and narrow limestone valley, hemmed in by fantastic rocks, freely interspersed with woods.

Alsop-en-le-Dale is about 1¼ M. by road from the hamlet of *Mill Dale*, at the head of Dovedale. (Mill Dale is about 1 M. from *Alstonefield*.) The prettiest part of the valley, however, begins at the *Dove Holes*, 1 M. lower down; and walkers from Alsop may take the following route. From the New Inn Hotel (guide-post at the adjoining cross-roads) we follow the Mill Dale road to the right for 4 min., then pass through a gate to the left, and follow the cart-track over the hill. This passes near a farm-house (r.) and through several gates and ends (ca. 20 min.) after passing three

gates near another farm. Hence a turfy path descends to the right through a combe to (10 min.) the *Dove Holes*, on the river *Dove*. Leaving the *Dove Hole Caverns*, we pass between two limestone crags and follow the left or Derbyshire bank of the Dove (the other being in Staffordshire). Various arbitrary names have been given to the rocks, few of which seem specially appropriate. The *Lion's Head*, one of the first we reach, is, however, an exception. Beyond (1 M.) *Reynard's Cave* (above, to the left) the vale slightly expands. Farther on we have the *Tissington Spires* to the left and the *Church* and *Twelve Apostles* to the right. From (1/2 M.) *Sharplow Point* we have a fine view in both directions; to the S. rises *Thorpe Cloud* (900 ft.). At the foot of this hill we reach the (1/2 M.) stepping-stones, and, a little farther on, a foot-bridge leading to the picturesque *Izaak Walton Hotel* (R. 3*s.* 6*d.*, D. 3*s.* 6*d.*) at Ilam, a favourite angling resort. A path to the left ascends from the stepping-stones to the (1/2 M.) *Peveril Hotel*, not far from the village of *Thorpe* and railway-station *Thorpe Cloud* (see below).

18 M. *Tissington* (750 ft.) is about 2 M. from Tissington Spires (see above). — 19 1/2 M. *Thorpe Cloud* (hotels, see above and below) is the station for the lower end of Dovedale.

From the station we follow the road to the W. to (1/4 M.) the *Dog & Partridge Inn*, whence a road to the left leads by the **Via Gellia* (fancifully named after the Gell family) to (12 M.) *Matlock* (p. 398). A guide-post here indicates the way to Thorpe and Ilam. In 5 min. more we reach the *Peveril Hotel* (see above), through the grounds of which leads the direct path to (10-15 min.) the stepping-stones (see above), where donkeys and refreshments are in waiting. With this route may be easily combined an ascent of *Thorpe Cloud* (see above; *View). Those making for Thorpe village follow the road past the Peveril Hotel. This passes (1/2 M.) the *Dovedale Hotel* (unpretending) and descends to (1/3 M.) a bridge over the Dove. Just beyond the bridge is the gate (r.) leading to the *Izaak Walton Hotel* (see above). Walk up Dovedale to the Dove Holes and Mill Dale, see above and p. 406.

The walk from Thorpe to (3 3/4 M.) Ashbourne leads via *Mappleton* (Oakover Arms) but scarcely repays the pedestrian.

In entering Ashbourne we thread a tunnel 390 yds. long.

23 M. **Ashbourne** (390 ft.; *Ashbourne Hall*, R. 4*s.*, D. 3*s.* 6*d.*; *Green Man*, an old-fashioned hostelry, R. 2*s.* 6*d.*; *Station*, R. 2*s.* 6*d.*; *White Hart*) is a picturesque little town (4039 inhab.) in a well-wooded valley. The **Church* (adm. 3*d.*, incl. the Cokayne Chapel and guide), near the station, is in the E.E. and Dec. styles, with a lofty spire (212 ft.). Among the interesting monuments is a very touching one to little **Penelope Boothby* (d. 1791), by Banks.

About 4 1/2 M. to the W. of Ashbourne is *Wootton Hall*, where Rousseau wrote the first part of his 'Confessions' (1766-7). — A pleasant walk may be taken by the *Weaver Hills* and *Alton Towers* to (10 M.) *Alton* (p. 371). — Ashbourne has been identified with the 'Oakbourne' and Norbury (see below) with the 'Norbourne' of 'Adam Bede'.

From Ashbourne to Derby, 30 M., railway in 1 1/4-2 1/4 hrs. (3*s.* 6*d.*, 2*s.* 1*d.*, 1*s.* 8*d.*). — 5 M. *Norbury*, with an interesting church (14-15th cent.; fine stained glass) and an old manor-house. — 7 M. *Rocester* ('Red Lion, plain), with *Abbotsholme School*, an interesting experiment in education; 11 M. *Uttoxeter* (p. 371). — 15 M. *Sudbury*, with *Sudbury Hall* (Lord Vernon; model dairy-farm). — 19 M. *Tutbury* (Castle Inn), on the *Dove*, has a castle partly built by John of Gaunt, and used as one of the prisons of Mary, Queen of Scots. The parish-church has a Norman façade, spoiled by restoration. Alabaster quarries are worked in the vicinity. — 30 M. *Derby*, see p. 376.

46. Sherwood Forest and The Dukeries.

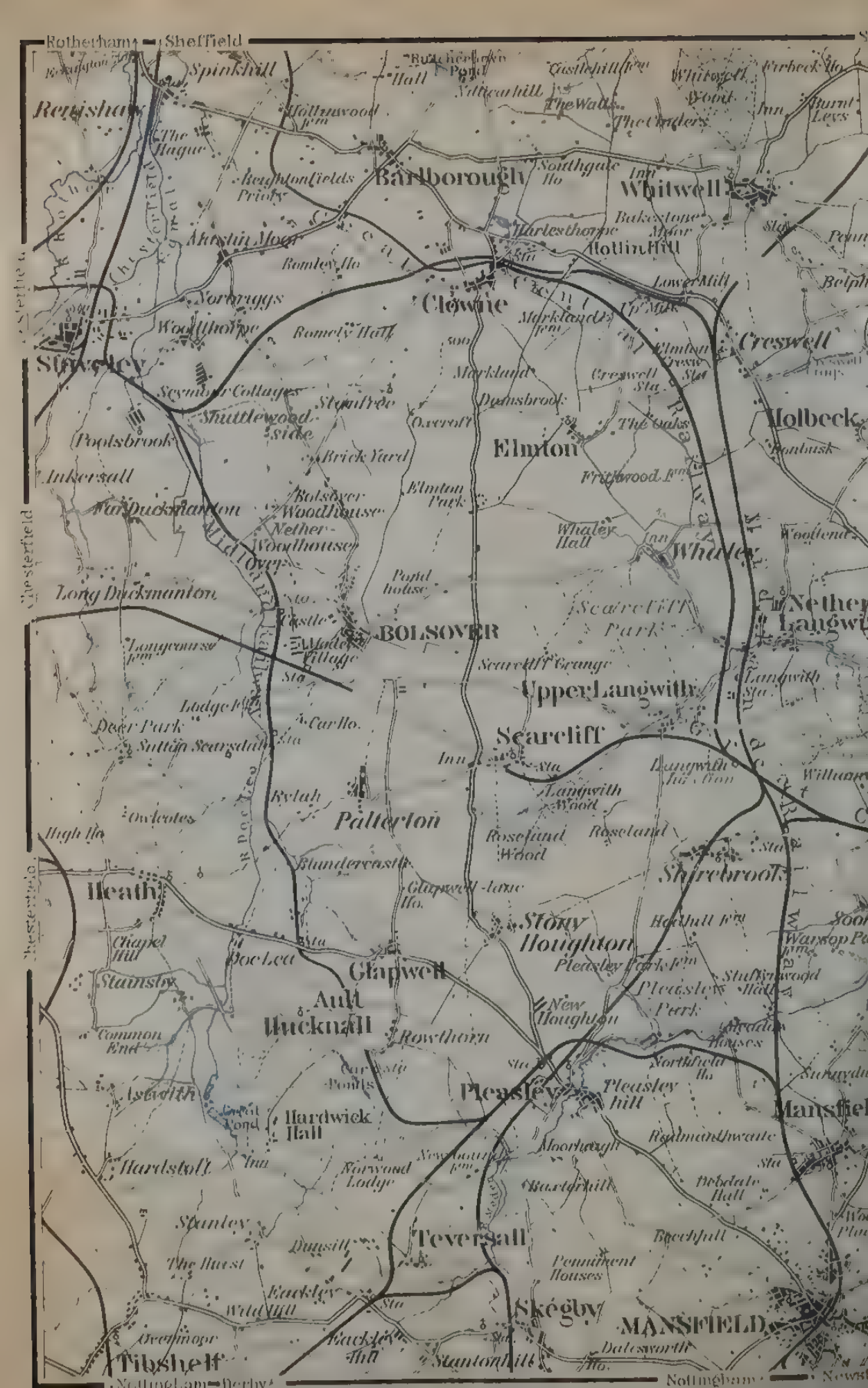
Sherwood Forest, an ancient royal demesne, may be said (roughly) to have covered the district between Nottingham on the S., Chesterfield on the W., Worksop on the N., and Newark on the E. — forming a parallelogram measuring about 25 M. by 20 M. Straggling portions of the Forest seem, however, to have reached beyond these limits. The district known as the 'Dukeries', so called from the number of ducal residences it contained, occupies the N.W. corner of this area (between Worksop and Mansfield), while Sherwood Forest proper lies mainly to the S. of the 'Dukeries' (comp. Map). — The Forest, famous as the greenwood home of Robin Hood, still contains many fine old trees and affords innumerable charming walks, rides, and drives. The imposing mansions of the Dukeries offer much of interest in themselves and their contents, while they are surrounded with finely wooded parks that have few equals or superiors elsewhere. The visitor, therefore, may profitably spend several days in the district, though the Dukeries may be traversed in one long day's drive and many of the beauties of the Forest visited in another day. The cyclist will find the roads excellent, though he must occasionally part company with his wheel if he wishes to see all the best points. The *Great Central Railway* (see p. 411) traverses the district from W. to E., while the *Midland Railway* and the *Great Northern Railway* bound it from N. to S. on the W. and E. respectively. — The houses from which the Dukeries take their name are Welbeck Abbey (Duke of Portland), Clumber (Duke of Newcastle), Worksop Manor (Sir John Robinson; formerly Duke of Norfolk), and Thoresby (Earl Manvers; once Duke of Kingston). *Mansfield* (see below) is probably the best headquarters from which to explore the district, not only on account of the superiority of its hotel accommodation but because of its proximity to Newstead Abbey (p. 409) and Hardwick Hall (p. 409). *Worksop* (p. 409) may be selected by those who have to approach from the N. *Edwinstowe* (p. 411) and *Ollerton* (p. 412) are practically in the heart of the Forest and so suited to those who wish to explore its recesses on foot. Provision is made at each of these places for the regular *Circular Drive round the Dukeries* (25-35 M.), which takes about 7-8 hrs., including halts for meals and for a visit to the interior of Welbeck Abbey (carr. & pair about 30*s.* and gratuity). The best days at present for visiting the Dukeries are Mon., Thurs., & Sat., when the private drives are open; but it is advisable to ascertain at the hotels the latest information as to the days and hours on which the various points of interest are accessible.

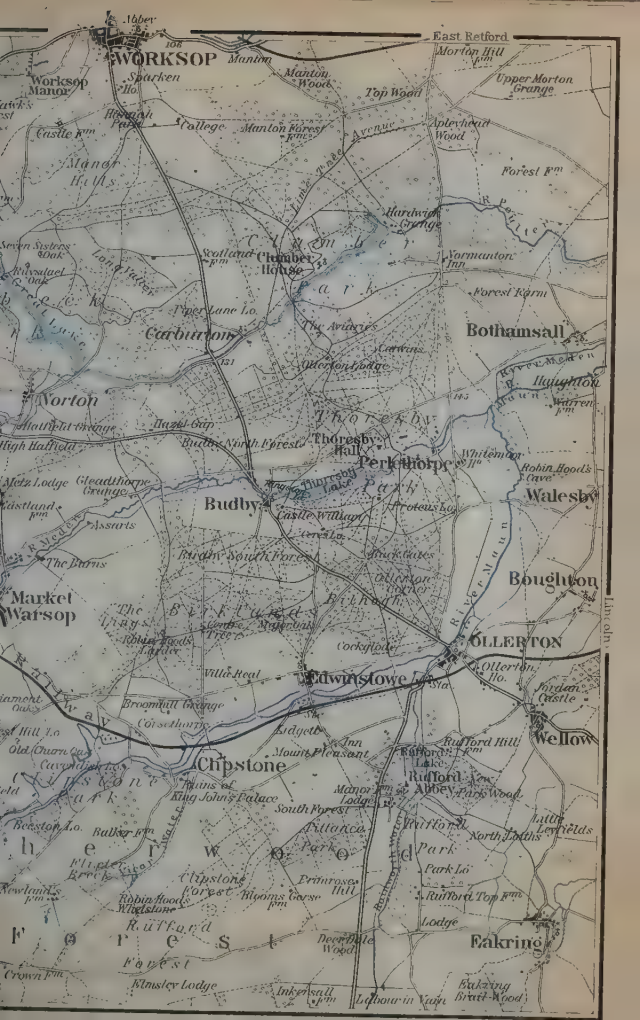
Mansfield (**Swan*, an excellent long-established house, with a winding oak staircase 300 years old, R. from 4*s.*, B. or L. 2*s.* 6*d.*, D. from 3*s.*; *Midland*, R. or D. from 2*s.* 6*d.*; *White Hart*, R. or D. from 2*s.* 6*d.*; *Portland*, *Burdett's*, temperance hotels), a thriving town with (1901) 21,441 inhab., lies on the river *Maun*, on the W. margin of Sherwood Forest. It claims to date back to Roman times. The *Parish Church (St. Peter's)*, originally Norman, was rebuilt in the 14th cent. and has since been repeatedly altered and restored. In the market-place is a memorial to *Lord George Bentinck* (d. 1848). The *King's Mill*, where Henry II. is said to have visited the 'Miller of Mansfield', lies 1 M. to the S.W., but it has been rebuilt.

About 1½ M. to the S.E. of Mansfield is *Berry Hill*, with *Thompson's Grave*, a good point of view.

The ***Dukeries Drive** (see above) from Mansfield runs viâ the *Birkland Woods* (p. 412), *Welbeck Abbey* (p. 410), *Clumber* (p. 410), *Thoresby* (p. 411), and the *Parliament Oak* (p. 411). — Mansfield is also a good starting-point for excursions in *Sherwood Forest* (see above).

From Mansfield to Newstead Abbey, 7½ M. by railway (comp. p. 390) or 5 M. by road (carr. there and back 10*s.*, with two horses 17*s.* 6*d.*). The road leads to the S., through *Harlow Wood* and other out-lying fragments


Rotherham
Sheffield
Chesterfield
Nottingham
Derby
Spinkhill
Renishaw
Barlborough
Whitwell
Clowne
Creswell
Staveley
Elmton
Holbeck
Bolsover
Upper Langwith
Scarcliff
Whaley
Palterton
Heath
Shirebrook
Stony Houghton
Glapwell
Ault Hucknall
Pleasley
Mansfield
Teversall
Skegby
MANSFIELD
Tibshelf
Hardwick Hall
Hardstoft
Stainsby
Holmewood
Southgate
Whitwell Wood
Markland
Elmton Park
Scarcliff Park
Langwith Wood
Rosefield Wood
New Houghton
Pleasley Hill
Pleasley Park
Rowthorn
Glapwell Lane
Blundercastle
Long Duckmanton
Poolsbrook
Shuttlewood Side
Brick Yard
Bolsover Woodhouse
Nether Woodhouse
Castle Walk
Village
Lodge Hill
Deer Park
Sutton Scarsdale
Owlcotes
Rylah
Doe Lea
Chapel Hill
Common End
Stanley
Duckmanton
Mill Dam
Mill Dam Plantation
Scarcliff Grange
Langwith Junction
Langwith Sta.
Whaley Hall
Elmton
Markland Grips
Creswell Sta.
Oxcroft
The Oaks
Woodthorpe
Romley Hall
Romley Ho.
Lower Mill
Upper Mill
Markland Grips
Elmton Creswell Sta.
Pond House
Castle Hill Farm
Whitwell Wood
Whitwell Inn
Burnt Leys
Southgate Ho.
Bakestone Moor
Mollinhill
Harlesthorpe
Martin Moor
Yorkraggs
Scrymsby Cottages
Steanfree
Ramsley Ho.
Ramsley Hall
Bolsover Castle
Bolsover Village
Longcourse Jcn.
Carr Ho.
Sta.
Inn
Pond
Hall
Whitwell Wood
Inn
Burnt Leys
Southgate Ho.
Bakestone Moor
Mollinhill
Harlesthorpe
Martin Moor
Yorkraggs
Scrymsby Cottages
Steanfree
Ramsley Ho.
Ramsley Hall
Lower Mill
Upper Mill
Markland Grips
Elmton Creswell Sta.
Pond House
Castle Hill Farm
Whitwell Wood
Whitwell



Abbey
East Retford
WORKSOP
Manton
Morton Hill Fm
Worksop Manor
Sparken Ho.
Manton Wood
Top Wood
Upper Morton Grange
Hannah Park
College
Manton Forest Fm
Aplevhead Wood
Castle Fm
Manor Hills
Forest Fm
Hardwick Grange
Seven Sisters Oak
Scotland Fm
Clumber House
Normanton Inn
Ruysdael Oak
Forest Farm
Piper Lane Lo.
Carburton
The Aviaries
Bothamsall
Carwins
Ollerton Lodge
Haughton
Norton
Warren Fm
Hatfield Grange
Hazel Gap
Thoresby
High Hatfield
Budby North Forest
Thoresby Hall
Whitemoor Ho
Perlethorpe
Robin Hood's Cave
Metz Lodge
Gleadthorpe Grange
Thoresby Lake
Walesby
Budby
Castle William
Proteus Lo.
Assarts
Ceres Lo.
The Burns
Budby South Forest
Back Gates
Ollerton Corner
Boughton
Market Warsop
The Lings
Bilhagh
Centre Tree
Major Oak
Robin Hood's Larder
Cockglode
OLLERTON
Ollerton Ho.
Villa Real
Edwinstowe
Jordan Castle
Broomhill Grange
Corsethorpe
Wellow
Old Churn Oak
Lidgett
Inn
Mount Pleasant
Rufford Hill Fm
Cavendish Lo.
Chipstone
Rufford Lake
Rufford Abbey
Ruins of King John's Palace
Manor Fm
Park Wood
South Forest
Beeston Lo.
Balker Fm
Pittance Park
Rufford Park
North Leiths
Little Leyfields
Park Lo
Clipstone Forest
Primrose Hill
Newland's Fm
Robin Hood's Whetstone
Blooms Gorse Fm
Rufford Top Fm
Lodge
Rufford Forest
Deer Dale Wood
Eakring
Crown Fm
Elmsley Lodge
Inkersall Fm
Labour in Vain
Eakring Brail Wood
Lincoln

of Sherwood Forest, full of reminiscences of Robin Hood. — *Newstead Abbey (open on Tues. & Frid.; apply by post three days beforehand), the ancient home of *Lord Byron* (1788-1824), was originally founded in 1170. The W. façade and the ruins of the E.E. *Abbey Church* are the most interesting architectural features. The interior of the house contains relics of Byron and David Livingstone, old paintings and furniture, china, interesting portraits, and the hunting trophies of Mr. W. F. Webb, the late owner. Byron's room is kept nearly as he left it. On the lawn is 'Boatswain's' grave, with the well-known epitaph. *Byron's Oak* was planted by the poet in 1798. *Venetia's Garden* was suggested by Disraeli's novel.

From Mansfield to Hardwick Hall, 6½ M. This excursion may be made by road all the way (carr. 10*s.* 6*d.*, with two horses 17*s.* 6*d.*, incl. Bolsover Castle 25*s.*) or by railway to *Rowthorn & Hardwick Station* (fares 11*d.*, 6½*d.*), which lies about 1 M. to the N.E. of the Hall. — *Hardwick Hall (week-days 11-4, Sat. 11-1), a seat of the Duke of Devonshire, is an extensive Elizabethan mansion erected in 1590-7 by 'Bess of Hardwick', the building Countess of Shrewsbury (p. 377), who was born in a house which her own superseded (a fragment of the Old Hall still exists). Its numerous windows gave rise to the jingle of 'Hardwick Hall, more glass than wall'. Mary, Queen of Scots, is said to have spent part of her captivity here. The *Picture Gallery*, said to be lighted by 25,000 panes of glass, contains many interesting portraits. — On the N. margin of the park lies *Ault Hucknall* (*Hardwick Inn), the church of which, incorporating some Saxon details, contains the tomb of *Thomas Hobbes* (1588-1679), author of 'The Leviathan'. — A visit to Hardwick is easily combined with one to *Bolsover Castle* (p. 411), which lies 4½ M. farther to the N. (by road or rail).

From Mansfield to *Nottingham*, see p. 390.

From Mansfield to Worksop, 15 M., railway in 35-40 min. (fares 2*s.*, 1*s.* 2½*d.*; to *Sheffield* 3*s.* 8*d.*, 2*s.* 3*d.*). — The train crosses the town by a lofty viaduct and runs towards the N. 1½ M. *Mansfield Woodhouse* is the junction of the line for Hardwick, Bolsover, etc. (see above). Beyond (4 M.) *Shirebrook* (Market Hotel) we cross the Great Central Railway (see p. 411). — 6 M. *Langwith*. Bolsover Castle (p. 411) lies about 3 M. to the left (W.). — 9 M. *Elmton & Cresswell*, junction for Chesterfield (p. 443), is a convenient starting-point for those who visit Welbeck Abbey on foot.

About ¼ M. from the station we turn to the left (guide-post pointing to Worksop) and follow the road passing between the picturesque *Cresswell Crags*, 30-80 ft. high and honeycombed with caves. To the right lies a fish-pond. After ½ M. more we reach one of the gates and lodges of Welbeck Abbey (right) and follow the avenue, finally passing through a short tunnel, to (1 M.) the Estate Offices. In the tunnel we keep to the right at the fork, and on emerging from it we ascend the flight of steps to the right to the ticket-office (see p. 410). The walk may be continued to (3½ M.) *Worksop* (see below), by passing through a longer branch of the tunnel (1¼ M.) and following the avenue and road viâ *Castle Farm* (see Map). — The path diverging to the left shortly before we reach the farm, and passing near Worksop Manor (p. 410), is a short-cut (comp. Map).

The train passes through a rocky cutting and a tunnel. 10½ M *Whitwell*. — A little farther on we reach the main Sheffield and Worksop line, direct trains for the former running to the left, while we turn to the right.

15 M. **Worksop.** — The *Railway Station* lies about 1 M. from the centre of the town.

Hotels. Lion, Bridge St., R. from 3*s.* 6*d.*, D. from 3*s.*; Royal, Bridge St., R. 4*s.*, D. from 3*s.*; Station, R. or D. 2*s.* 6*d.*; Greyhound, Park St., R. or D. 2*s.* 6*d.*, these two unpretending.

Worksop, an agricultural town with (1901) 16,112 inhab. and manufactures of malt, lies just to the N. of the Dukeries and in summer is overrun with crowds of excursionists from Sheffield and other large towns. On the N. side of the town (fully 1/2 M. from the station) stands the interesting **Priory Church* (sexton, Wm. Colton, Abbey St.), a Norman edifice with Perp. alterations, originally the nave of a larger edifice founded in 1103. Its chief features include the towers, the fine Norman door between them, and two smaller Norman doors on the N. side. It is adjoined by the ruins of the cloisters and the Lady Chapel (E. E.). A little to the S. is the *Abbey Gatehouse* (Dec.), within an enclosure also containing an old *Market Cross*. — To the W. of the town lies *Worksop Manor*, the grounds of which are entered by the lodge-gates in Park St. It formerly belonged to the Dukes of Norfolk and Newcastle and now to Sir John Robinson. The original building, completed by Bess of Hardwick (p. 409), was burned down in 1761; and the present house is a mere fragment of that erected as its successor. The park has fine trees and walks.

Steetley, 3 M. to the W. of Worksop, has an interesting Norman church (ca. 1160), restored by J. L. Pearson.

From Worksop to *Retford*, see p. 451.

About 3 1/2 M. to the S.W. of Worksop lies ***Welbeck Abbey,** the princely seat of the Duke of Portland, dating mainly from the 17th cent. but incorporating some remains of the ancient abbey founded in 1154. The residential part of the mansion is not open to the public, but, in the absence of the family, visitors are admitted to the underground apartments on week-days, from 10 to 4 (no tickets issued after 12 on Sat.), for a fee of 1*s.*; and the gardens, riding-school, etc., are also shown for 1*s.* (tickets obtained at the Estate Office; comp. p. 409).

The great feature of interest to most visitors is the extraordinary series of underground rooms and tunnels (in all 1 1/2 M. long) constructed by the fifth Duke of Portland (d. 1879). The former include a *Picture Gallery and Ball Room*, 160 ft. long, 64 ft. wide, and 22 ft. high, with historical paintings and portraits; a room with an *Ornithological Collection;* and the *Kitchens*, connected with the dining-room by a miniature railway. The *Riding School*, 380 ft. long, has a glass roof and a coloured frieze of fruit and flowers. The Old Riding School has been converted into a *Chapel* and *Library*. The *Tan Gallop*, another glass-roofed structure, nearly 1/4 M. long, has been demolished; and part of its material has been used in rebuilding the Oxford wing of the Abbey, which was burned down in 1900. The **Gardens*, about 25 acres in extent, contain wonderful displays of flowers and fruit, an arbour-walk of pear-trees and apple-trees 200 yds. long, and immense greenhouses. To the E. of the house is a large pleasure-lake. The **Park*, a fragment of old Sherwood Forest, is about 10 M. in circuit and contains herds of white and other deer. Its numerous fine trees include the *Porters*, *Seven Sisters*, *Ruysdael*, and *Greendale Oaks*. The drives through Birklands are open to the public on Mon., Thurs., and Sat. only.

To the E. of Welbeck Park are the grounds of ***Clumber House,** the seat of the Duke of Newcastle, which lies 3 1/2 M. to the S.E. of Worksop and is usually visited next. The house is not shown;

tickets for the park and church must be applied for at the Newcastle Estate Office, Worksop. The house is a large and palatial structure, dating from 1772 and partly rebuilt by Sir Chas. Barry after a fire in 1879. It contains numerous portraits, valuable paintings by Weenix, *Snyders, Langan, Zuccarelli, Rubens, Teniers, Tintoretto, *Van Dyck, Rembrandt, Gainsborough, Hogarth, and others, sculptures, china, handsome furniture, and a fine library of 50-60,000 volumes. — Close to the house is the *Church of St. Mary the Virgin*, a successful E.E. revival erected by Messrs. Bodley & Garner in 1886-9 (handsome interior; adm. by ticket on Mon. & Thurs., 10-4). — In front of the house is an ornamental lake, nearly 90 acres in extent, with two small ships riding at anchor. — **Clumber Park* (open on Mon., Thurs., & Sat.) is 4000 acres in extent. The finest part is the **Lime Tree Avenue*, consisting of a double row of trees 3 M. long. At its E. end is the *Normanton Inn* (see Map). — Dog-lovers will remember that Clumber spaniels take their name from this estate, where the breed is still carefully maintained.

On the S. Clumber Park marches with that of **Thoresby Hall*, the seat of Earl Manvers, a fine mansion in an Elizabethan style (1868; no adm.). It is sumptuously fitted up and contains some good china, remarkable wood-carvings, armour, and modern pictures. Among the portraits is one of Lady Mary Wortley Montagu, who was born here in 1689. — Among the finest parts of the magnificently timbered *Park* (open on Mon., Thurs., & Sat.) are the private drive and the avenue of Spanish chestnuts. — *Ollerton* and *Edwinstowe* (see below) are the nearest stations to Thoresby.

From Chesterfield to Lincoln, 40 M., Great Central Railway in 1¾ hr. (fares 5*s.* 8*d.*, 3*s.* 3½*d.*). The railway runs across the Sherwood Forest district from W. to E. and affords easy access to several interesting points. — *Chesterfield*, see p. 443. — 4 M. *Arkwright Town.* — 5 M. **Bolsover** *(Swan)* possesses an interesting church, burned down in 1897 but since rebuilt.

Bolsover Castle, originally a Norman edifice, was rebuilt on a magnificent scale about 1613 by Sir Charles Cavendish, son of Bess of Hardwick and father of the first Duke of Newcastle. Charles I. was entertained here with a performance of Ben Jonson's masque, 'Love's Welcome'. The habitable portion is shown by special permission only.

At (10 M.) *Langwith Junction* our line is joined on the left by that from Sheffield (fares from Sheffield to Lincoln 5*s.* 8*d.*, 3*s.* 6½*d.*). We cross the line from Mansfield to Worksop (p. 409). — 11½ M. *Warsop.* The little town of *Market Warsop* lies on the *Meden*, ½ M. to the N. of the railway. The train passes near the 'Parliament Oak' (p. 408; r.). — 15½ M. **Edwinstowe** (**Dukeries Hotel*, near the station, R. from 2*s.* 6*d.*, D. 3*s.* 6*d.*, pens. from 9*s.*; various smaller inns in the village), a village with 500 inhab., is situated on the *Maun*, near the heart of Sherwood Forest. The parish-

church, with a good spire, is supposed to be erected over the grave of King Edwin of Northumbria (d. 633), who was slain in battle.

The following WALK (easily followed with the aid of the Map) takes in many of the finest points of ***Sherwood Forest.** Leaving the village on the N. side, we follow the woodland lane to (1/2 M.) the ***Major Oak*** (or *Queen Oak*), the monarch of the forest, with a girth of 30 ft. at a height of 5 ft., while the spread of its branches is nearly 250 ft. [Among the other fine oaks in this part of the forest, which is known as *Birklands*, are the *Centre Tree* and *Robin Hood's Larder* (also called the *Shambles*), the latter 1 1/2 M. to the W. of the Major Oak.] From the Major Oak the forest-lane leads towards the N. to (1 M.) the highroad, which we follow to the left to (1 M.) *Budby* (inn), a pretty little model village on the Meden. Here we turn to the E. and traverse *Thoresby Park* (p. 411; see Map) to (1 1/2 M.) the *Buck Gates*, a lodge with gate-pillars surmounted by stags carved in stone. The Buck Gates, which lie in the part of the forest called *Bilhagh*, are about 1/3 M. to the N. of the above-mentioned highroad, which we regain opposite the lane leading to the Major Oak. This point is about 1 1/2 M. from *Ollerton* (see below). Or we may proceed direct from the Buck Gates to (1 1/2 M.) Ollerton by the Beech Drive. Those whose appetite for walking is yet unsated may return to Edwinstowe viâ *Rufford Abbey* (see below), which lies about 1 1/2 M. to the S. of Ollerton.

About 1 3/4 M. to the S.E. of Edwinstowe is **Rufford Abbey**, the seat of Lord Savile, founded as a Cistercian Monastery in 1148. The oldest part of the present building probably dates from the 16th century. Neither the house nor the beautiful park is open without special permission. — A visit may also be paid to *Clipstone*. 1 3/4 M. to the S.W. of Edwinstowe, with the scanty remains of 'King John's Palace' (so called).

17 M. *Ollerton* (*Hop Pole, pens. 10*s.* 6*d.*) is another centre for practically the same excursions as Edwinstowe. *Ollerton Hall* is a Tudor mansion. — 24 M. *Tuxford* (p. 451). — We cross the G. N. R. at (25 M.) *Dukeries Junction* (p. 451), and beyond (28 M.) *Fledborough* we cross the *Trent* and pass three small stations.

40 M. **Lincoln** (see p. 478).

47. From Liverpool or Manchester to Carlisle.

125 1/2 M. L. & N. W. RAILWAY in 2 3/4-5 2/3 hrs. (fares from Liverpool 18*s.* 11*d.*, 10*s.* 11*d.*, 9*s.* 11*d.*; from Manchester 18*s.*, 11*s.* 2*d.*, 10*s.* 1*d.*). The two lines unite at *Wigan* (see below; 1/2-1 hr.).

The Midland route (3 1/2 hrs.; same fares) runs from Liverpool (Exchange Station) viâ Ormskirk (p. 354) to *Blackburn* (p. 362), where it is joined by the Manchester route (from Victoria Station) viâ *Bolton* (p. 362); thence to *Hellifield*, where the Midland main line is joined, see p. 362.

From Liverpool (Lime St. Station) to (20 1/2 M.) *Wigan*, see p. 355; from Manchester (Exchange Station) to (18 M.) *Wigan* the trains run viâ *Eccles* (p. 355), *Worsley*, and *Tyldesley*. — At **Wigan** *(Royal; Victoria*, R. 3*s.* 6*d.*, L. 2*s.* 6*d.*; *Rail. Rfmt. Rooms)*, an iron, brass, and cotton making town with (1901) 60,770 inhab., in an important coal-district, we join the trunk-line of the L. N. W. R.

About 3 M. to the N. of Wigan (also reached from *Red Rock* station) is *Haigh Hall*, the seat of the Earl of Crawford and Balcarres. It contains a large library, illuminated MSS., early-Christian carvings in ivory, and pictures, including examples of Botticelli, Bronzino, Rembrandt, Alonzo Cano, Reynolds, and Gainsborough. Application for admission may be made to the librarian, Mr. W. Edmond.

Beyond (33 1/4 M.) *Farington* we cross the *Ribble* (*View to the right).

35½ M. **Preston** (**Park Hotel*, R. from 4*s.* 6*d.*, D. 5*s.*; *Victoria; Bull; Alexandra Temperance; Rail. Rfmt. Rooms*), an important centre of the cotton manufacture, with (1901) 120,860 inhabitants. The principal buildings are the *Town Hall*, from a design by Sir G. G. Scott; the *Harris Free Library & Museum*, with good sculptures in the pediment by E. Roscoe Mullens; the *County Hall*; and the *Parish Church*, partly rebuilt in 1885.

Preston is a place of considerable antiquity and was frequently the scene of contests between the English and the Scots. The Parliamentarians defeated the Royalists near Preston in 1648, and it was occupied by the Pretender in 1715. *Richard Arkwright*, the inventor, was born at Preston in 1732. Preston was the cradle of the temperance movement, and the first teetotal pledges were signed here by Joseph Livesey and his friends in 1833.

There is a well-defined Roman Camp at *Ribchester* (hotel), on the Ribble, 12 M. above Preston.

From Preston to Blackpool and Fleetwood, 20½ M., railway in ½-1 hr. (fares 3*s.* 3*d.*, 1*s.* 11*d.*, 1*s.* 8½*d.*). — From (8 M.) *Kirkham* a branch-line diverges to the left for the flourishing watering-places of *Lytham* (Clifton Arms, R. 3*s.* 6*d.*, D. 4*s.*; Queen's), and *St. Anne's-on-the-Sea* (St. Anne's Hotel; Grand; good golf-links), whence it goes on to Blackpool (see below). — 14½ M. *Poulton* is the starting-point of the regular line to (18 M.) **Blackpool** (*Métropole*, R. 5*s.*, L. 3*s.*-3*s.* 6*d.*, D. 5*s.*; *Imperial Hydropathic Hotel*, pens. 10-12*s.*; *Queen's Hydro; Park; Clifton Arms; County; Albion*, pens. 8*s.* 6*d.*; *Palatine; South Shore Hydropathic; Trafalgar Hydropathic*), one of the most popular sea-bathing resorts in the North of England, with a fine esplanade, three piers, a winter garden, an 'Eiffel Tower' (500 ft. high), a gigantic wheel, three theatres, the 'Alhambra' (varieties; huge ball-room), etc. An electric tramway connects Blackpool with St. Anne's and Lytham (see above) and with Fleetwood. — The direct line from Poulton goes on to (20½ M.) **Fleetwood** (*Mount; Crown; Royal; Rail. Rfmt. Rooms*), a flourishing watering-place on the Irish Channel. Mail-steamers ply hence daily (except Sun.) to *Belfast*, and there are services twice weekly to *Londonderry* and daily in summer to the Isle of Man (p. 364). About 3 M. to the S.W. is *Rossall School*, a large public school (400 boys).

Preston is reached from Liverpool (Exchange Station) also by the Lancashire and Yorkshire Railway (29 M. in 35 min.-1 hr.; 4*s.* 6*d.*, 2*s.* 8*d.*, 2*s.* 5*d.*).

From *Garstang* a branch-line runs to the W. to *Winmarleigh* and *Pilling*. — 56½ M. **Lancaster** (*County*, R. 4-5*s.*; *King's Arms; Rail. Rfmt. Rooms*), the county-town of Lancashire, with 40,329 inhab., lies near the mouth of the *Lune*. It has two stations, the *Castle Station* (L. & N. W. R.) and *Green Ayre* (Mid.), about ½ M. apart. The *Castle*, to a great extent rebuilt, but still retaining its ancient keep with a turret known as 'John of Gaunt's Chair', is now the gaol. Adjoining it is the *Church of St. Mary* (15th cent.), containing good stained glass, some fine oak-carvings, and a few interesting brasses. The *Storey Art Gallery* was opened in 1891; the *Corporation Buildings*, presented by Lord Ashton, in 1909. To the left of the line, before Lancaster, is the *Royal Albert Asylum for Imbeciles*, and to the right is *Ripley Hospital* for orphan children.

Lancaster occupies the site of a Roman station. It was given by Edward III. to his son, 'Old John of Gaunt, time-honoured Lancaster', and the duchy of Lancaster is still attached to the Crown. Dr. Whewell and Sir Richard Owen, the comparative anatomist, were natives of Lancaster.

From Lancaster a tramway and a branch-railway run to the N.W. to (4 M.) **Morecambe** (*Midland*, R. 4*s.*, D. 4*s.* 6*d.*; *Elms*, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*; *Grosvenor; Clarendon; Grand; Imperial; King's Arms*), a thriving watering-

place, with a promenade, two piers, two theatres, a winter-garden, golf-course, etc. Morecambe may be reached also by the Midland Railway from Hellifield (see p. 446) and has a motor-car service to *Heysham* (p. 446; fare 3*d.*). — Another short branch-line runs from Lancaster to *Glasson Dock*, a port on the estuary of the *Lune*.

At (59½ M.) *Hest Bank* diverges another branch to (3 M.) *Morecambe* (p. 413). View, to the left, of *Morecambe Bay*. — 63 M. **Carnforth** *(Station Hotel; Queen's; Rail. Rfmt. Rooms)* is the junction of the Furness Railway to Barrow, the Lake District, and Whitehaven (see R. 48) and of the Midland Railway to Wennington and Hellifield (p. 446). — 75½ M. *Oxenholme* (Rail. Rfmt. Rooms) is the junction of a branch to (3 M.) *Kendal* and (11 M.) *Windermere* (p. 419) and of another to (9 M.) *Arnside* (p. 417).

Kendal *(Commercial; King's Arms)*, with 14,183 inhab., is the chief town of Westmorland. It still carries on the manufacture of woollen cloth established by Flemish weavers in the 14th cent., but 'Kendal Green' is no longer made. The *Church* is interesting. On a hill to the E. of the town are the ruins of a *Castle*, in which Queen Catherine Parr was born. Coaches ply hence to various points in the Lake District.

From (84½ M.) *Low Gill* (*View to the right) a line runs to the right to *Ingleton* (p. 447). 89 M. *Tebay* (Rail. Rfmt. Rooms) is the junction of the N.E. line to Darlington (p. 457) and Bishop Auckland (see pp. 459, 463). — Beyond Tebay the line rapidly ascends with Shap Fells on the left, at the foot of which lies *Shap Wells*, with the large Shap Spa Hotel (see below). From Shap Summit, the highest point of the line (1000 ft.) the train dashes down the steep gradient to (96½ M.) *Shap* (Shap Spa Hotel, 3 M. to the S.; Greyhound, at the station). Hawes Water (p. 432) is 5½ M. to the W. of Shap; and Kidsty Pike, High Street, and other summits of the Lake District are conspicuous to the left. About 2 M. to the S.W. (l.) of (103½ M.) *Clifton & Lowther* is *Lowther Castle* (Earl of Lonsdale). A little farther on we have a glimpse on the right of *Brougham Hall*, the home of Lord Brougham.

107½ M. **Penrith** *(*George*, R. 4*s.*, D. 4*s.*; *Crown*, R. 3*s.*, D. 3*s.* 6*d.*; *Rail. Rfmt. Rooms)*, an ancient market-town, with 9182 inhab. and the remains of an old castle, is the junction of the line to Keswick and Cockermouth (see below), and of the 'Eden Valley line' to *Appleby* (p. 447) and *Kirkby Stephen* (p. 447). A small inn, named the *Gloucester Arms*, contains a room in which Richard III. once slept, and some good old oaken panelling. *Penrith Beacon* (937 ft.), crowning a wooded height to the N.E. of the town (25 min. from the station), commands a good view over Ullswater.

About 4 M. to the N.E. of Penrith is **Eden Hall**, the ancient seat of the Musgraves, still containing the curious old glass goblet, the legend attached to which is celebrated in Uhland's well-known ballad, 'The Luck of Eden Hall' ('Das Glück von Edenhall'). — About 3 M. farther on, at *Salkeld*, is a Druidical circle known as *Long Meg and her Daughters*.

From Penrith to Keswick, Cockermouth, and Workington, 39 M., railway in 1¾ hr. (fares 7*s.* 2*d.*, 3*s.* 8*d.*, 3*s.* 3*d.*; to Keswick 3*s.* 9*d.*, 1*s.* 8*d.*, 1*s.* 6*d.*). As we start we have a view, to the left, of the heights around Ullswater. 9½ M. *Troutbeck* (inn) is one of the starting-points for a visit to Ullswater (p. 430). *Saddleback* (p. 440), seen on the right, may be

Wagner & Debes' Geogl Estabt Leipzig

ascended from (14½ M.) *Threlkeld* (see p. 440). To the left opens the Vale of St. John (p. 437). Beyond Threlkeld the train passes through the charming valley of the winding *Greta*. — 18 M. *Keswick*, see p. 433. — The train now runs through the *Vale of Keswick* to (20 M.) *Braithwaite*, beyond which it skirts the W. bank of *Bassenthwaite Lake* (p. 441). On the other side of the lake towers Skiddaw (p. 440). 25½ M. *Bassenthwaite Lake Station* (Pheasant Inn). — 30½ M. Cockermouth *(Globe; Reay's Temperance)*, with the relics of a Norman castle, was the birthplace of Wordsworth (1770), who dedicated a well-known sonnet to his native place. His father is buried in the church. Lowes Water (p. 436) is 8 M. to the S. — 39 M. *Workington*, see p. 418. The trains go on to (7 M.) *Whitehaven* (p. 418).

From Penrith to *Pooley Bridge* (Ullswater), see p. 430.

125½ M. **Carlisle.** — *County & Station Hotel (Pl. a; C, 5), connected with the station by a covered passage, R. 4-5*s*.; *Crown & Mitre (Pl. b; C, 4), rebuilt, R. from 4*s*., D. from 3*s*.; Great Central (Pl. c; C, 4), R. from 3*s*., D. 4*s*. 6*d*.; Bush (Pl. d; C, 4), R. 4*s*. 6*d*., D. 3*s*.; Red Lion (Pl. e; C, 5), Botchergate; Graham's (Pl. f; C, 5), Victoria (Pl. g; C, 4), two temperance hotels. — *Rail. Refreshment Rooms.*

Electric Tramways traverse the streets.

Post Office (Pl. C, 4), Lowther St. — Amer. Consular Agent, *T. S. Strong.*

Carlisle, an ancient border-city with 45,478 inhab., is pleasantly situated on a gentle eminence at the confluence of three small rivers, the *Eden*, the *Caldew*, and the *Petteril*. It is the county-town of Cumberland, the see of a bishop, and an important railway-centre (comp. RR. 50, 53, 64a). Its industries include colour-printing, calico-printing, engineering, and the making of biscuits, carpets, and felt hats.

Carlisle, the British *Caer Luel*, and the Roman *Luguvallium* or *Luguballia*, is the only purely English city which retains its ancient British name. At the time of the Saxon invasion it formed part of the kingdom of Strathclyde, and it withstood the invaders till the 7th century. It seems to have been destroyed by the Danes 200 years later, and to have remained almost deserted until William Rufus made it the defence of the English border and erected its castle. The bishopric was founded in 1133. At a later period it was an important border-fortress and city of refuge for the surrounding country. Carlisle submitted to the Young Pretender in 1745 and was taken by the Hanoverians. Comp. 'Carlisle', by the *Rev. Mandell Creighton* ('Historic Towns' series; 1889). — *Roman Wall*, see p. 467.

The *Citadel Railway Station* (Pl. C, 5) is a large structure covering seven acres of ground, and used by seven different railway-companies. On issuing from it (on the N. side) we find ourselves in front of the two massive circular *Court Houses*, built on the site of the former citadel. To the left is the *Gaol*. Passing between the court-houses, we follow English St. to the Market Place (Pl. C, 4) in which stand the *Town Hall* and an ancient *Market Cross*. The street forks here. Castle St., to the left, leads to the —

Cathedral (Pl. B, 4), which was originally founded by William Rufus as the church of the Augustine Priory of St. Mary. This Norman church seems to have been almost wholly burned down some time before the middle of the 13th cent.; and the E. E. choir which replaced the old one was also destroyed by fire in 1292, and again rebuilt, in the Dec. style, in the following cent. (finished ca. 1400). The Central Tower (ca. 1410) is by no means imposing. The nave was partly destroyed by the Scots under Leslie in 1645,

and still remains a fragment consisting of two Norman bays. The whole building was restored in 1853. The daily services are at 10 a.m. and 4 p.m. We enter by the N. door.

Interior. The NAVE has a different axis from the choir. The fine Norman arches have been curiously crushed out of shape by the settling of the piers. The S. TRANSEPT contains an interesting Runic inscription (under glass) and a bust of *George Moore* (d. 1876), the philanthropist. To the E. it is adjoined by *St. Catharine's Chapel.*

The *CHOIR is entered by the central doorway to the N. of the organ, below the tabernacle-arch of the stalls. The lower arches are E. E., the triforium and clerestory Decorated. The glory of the choir is the late-Dec. or Flamboyant **E. Window*, one of the largest and finest in England, 50 ft. high and 30 ft. broad. The upper part of this window contains the only ancient glass in the cathedral. The wooden ceiling (14th cent.) has been repainted. The *Stalls* date from the 15th cent., and their backs are covered with rude paintings from the legends of SS. Augustine, Anthony, and Cuthbert and figures of the Twelve Apostles. The carved capitals of the choir-pillars illustrate the seasons. Among the monuments are those of *Dean Close* (d. 1882; S. choir-aisle) and *Archdeacon Paley* (d. 1805; behind the altar). At the N.E. angle of the N. choir-aisle is a door leading to the *Clerestory* and *Tower* (adm. 6*d.*; fine view). — In 1797 Sir Walter Scott was married in the nave of Carlisle Cathedral, at that time walled off and used as a parish church. To the S. of the cathedral is the *Refectory* of St. Mary's Priory (see p. 415) and two dilapidated arches. The house with the square tower is the *Deanery.*

Farther on Castle St. passes TULLIE HOUSE (Pl. B, 3), a modern structure incorporating an interesting 17th cent. mansion and containing the *Public Library* and the *Museum* (open free from 11 till dusk), containing natural history collections and Roman relics from the neighbourhood. — Castle St. ends at the **Castle** (Pl. A, B, 3), which is now used as barracks and is open to visitors during the day. Extensive view from the battlements. Visitors are not now admitted to the top of the *Norman Keep*, erected by Rufus, but the custodian (gratuity) shows the dungeons in which the prisoners of 1745 were confined, and some relics of Queen Mary's short captivity here in 1568.

A walk encircles the hill on which the castle stands, passing the only remains of the old *City Walls*, also constructed by William Rufus.

The suburb of *Stanwix (Axelodunum)*, on the other side of the Eden, reached by a handsome bridge (Pl. C, 2), was a station on the *Great Roman Wall* (p. 467), of which a few remains may be seen there.

Excursions may be made from Carlisle to *Corby* and *Wetheral* (p. 467); **Naworth* (p. 467); **Lanercost Priory*, 12½ M. to the N.E. (usually reached viâ Naworth); **Gilsland* and the *Roman Wall* (p. 467); *Eden Hall* (p. 414) and *Gretna* (p. 521); *Holme Cultram Abbey*, 18 M. to the W., near *Abbey*, on the Silloth Railway (see below); and *Netherby* (p. 513), 11 M. to the N.

FROM CARLISLE TO MARYPORT, 28 M., railway in 1-1¼ hr. (fares 3*s.* 10*d.*, 2*s.* 7*d.*, 2*s.* 4*d.*). — **Maryport** *(Senhouse Arms)* is a thriving little coaling-port. From Maryport to *Workington*, see p. 418.

FROM CARLISLE TO SILLOTH, 22½ M., railway in ¾-1 hr. (fares 2*s.* 6*d.*, 1*s.* 6*d.*). From (8½ M.) *Drumburgh* a branch-line diverges to (3½ M.) *Port Carlisle.* — **Silloth** *(Skinburness Hotel*, 2 M. from the station, good; *Queen's; Solway; Criffel; Silloth Hydropathic)* is a sea-bathing resort on the *Solway Firth*, with good golf-links and regular steam communication with Liverpool and with Dublin viâ Douglas (see p. 361).

From Carlisle to *Newcastle*, see R. 58; to *Edinburgh* or *Glasgow*, see R. 64; to *Leeds* and *Sheffield*, see R. 50.

48. From Carnforth to Ulverston, Windermere *(Lake Side)*, Furness Abbey, and Whitehaven.

74 M. Railway in 2¼-3¾ hrs. (fares 11*s.* 2*d.*, 5*s.* 7*d.*; fares to *Furness Abbey* 4*s.* 2*d.*, 2*s.* 1*d.*).

Carnforth, see p. 414. The train skirts *Morecambe Bay*, passing *Silverdale* and *Arnside*, and crosses the estuary of the *Kent*. From Arnside a branch-line runs to (9 M.) Oxenholme (p. 414) viâ (3½ M.) *Heversham*, 2 M. to the N. of which is *Levens Hall*, an interesting old mansion with fine gardens (shown on Thurs.; house only in the absence of the family). — 9 M. *Grange-over-Sands* (*Grange Hotel, R. 4*s.*-4*s.* 6*d.*, D. 4*s.*; Commercial; Hazelwood Hydropathic; Grange Hydropathic), a pretty watering-place at the foot of *Yewbarrow*. *Cartmel Church*, 2½ M. to the W., is interesting (12th cent.). — *Holker Hall*, the property of the Duke of Devonshire, is seen to the right beyond (13½ M.) *Cark*. We then cross the estuary of the *Leven*; Coniston Old Man (p. 422) is seen to the right.

19 M. **Ulverston** *(*County; Sun)*, a market-town with 10,064 inhabitants. *Conishead Priory*, 2 M. to the S.E. (branch-line, with one train daily; also omn.), is now a popular hydropathic.

Ulverston is the junction of a line, viâ *Greenodd*, *Haverthwaite*, and *Newby Bridge* (Swan Hotel), to (9½ M.) *Lake Side*, at the foot of Windermere (comp. p. 420). The line skirts the *Leven*.

25 M. *Furness Abbey Station* (Abbey Hotel, R. 5*s.*, B. or L. 3*s.*, D. 5*s.*, pens. from 10*s.* 6*d.*), in the romantic 'Valley of Nightshade'. Tramway to (1½ M.) Barrow-in-Furness (see below).

The ruins of Furness Abbey, a Cistercian foundation of the 12th cent., are among the most extensive and picturesque in England. The Abbey was at one time exceedingly rich, and the Abbot exercised an almost regal sway over the surrounding country. The finest features of the ruins are the E.E. chapter-house and the triplet of grand Norman arches at the entrance to the chapter-house. In the Abbot's Chapel are two effigies of Norman knights (12th cent.), said to be the only ones of the kind in England.

26½ M. *Roose*. — 28½ M. **Barrow-in-Furness** (*Duke of Edinburgh; Victoria Park; Imperial*, R. or D. 3*s.* 6*d.*), a thriving seaport, with (1908) over 68,000 inhab., magnificent docks, handsome municipal buildings, and extensive iron-works. Steamers ply hence daily in summer to Fleetwood (p. 413; fares 2*s.* 6*d.*, 1*s.* 6*d.*), and thrice weekly to Belfast.

On *Walney Island* (ferry), which protects the harbour, is a golf-course (18 holes). — At *High Cocken*, 1 M. from Barrow, is the house (now a museum) in which George Romney, the painter (1734-1802), spent his youth.

40 M. *Foxfield* is the junction of the line to (1 M.) *Broughton* (p. 423) and *Coniston* (10 M., in 25 min.; see p. 421). — We now cross the estuary of the *Duddon* (p. 423). From (57½ M.) *Ravenglass* (Pennington Arms, R. 2*s.*, D. 2*s.* 6*d.*) a narrow-gauge line runs viâ *Beckfoot* to (7 M.) *Boot* (Woolpack; Mason's Arms), the nearest station to Wast Water (p. 441), but the train-service is at present

suspended. — 59 M. *Drigg* (p. 442); 61 M. *Seascale* (see p. 442). From (63 M.) *Sellafield* a branch-line diverges to the mining-district of *Cleator Moor*. — 69½ M. **St. Bees** (*Sea Cote; Albert*, R. 3*s*., D. 2*s*. 6*d*.), with an ancient church and a grammar-school. To the left is *St. Bees Head*, rising 300 ft. above the sea.

74 M. **Whitehaven** (*Grand*, R. 3*s*., D. from 2*s*.; *Globe*, R. or D. 3*s*.; *Black Lion*), a seaport with 19,325 inhab. and a fine harbour. Steamers to Ramsey, see p. 364.

From Whitehaven the line is prolonged to (7 M.) **Workington** (*Central Hotel; Station Hotel; Green Dragon*, R. 3*s*., D. 4*s*. 6*d*.), a seaport at the mouth of the *Derwent*, with large steel-works and important salmon-fisheries, and to (14 M.) *Maryport* (see p. 416).

49. The Lake District.

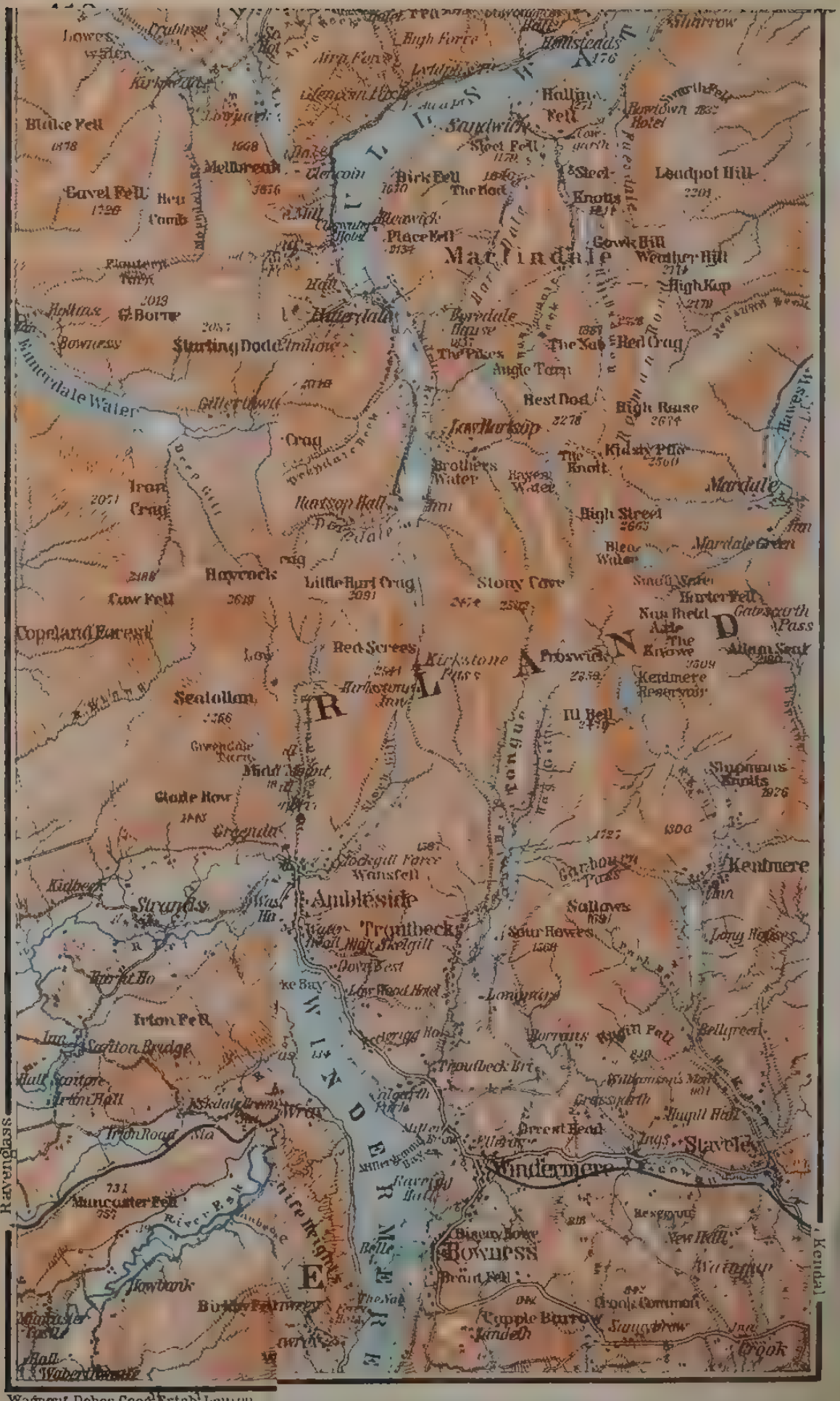
The picturesque mountainous region known as the **English Lake District is comprised within the counties of Westmorland and Cumberland, together with the adjoining northern portion of Lancashire; and its boundaries may be roughly described as the Irish Sea and Morecambe Bay on the W. and S.; the railway from Lancaster to Carlisle on the E.; and a line drawn from Penrith to Workington on the N. Within these limits lies a wealth of charmingly diversified scenery; and though none of the mountains exceeds 3210 ft. in height, and the largest of the lakes is only 10½ M. long, their picturesqueness and even wildness are far greater than their size would lead one to expect. There are in all about 16 lakes or meres (the largest being *Windermere*, *Ullswater*, *Coniston*, and *Derwentwater*), besides innumerable mountain-tarns. The highest summits are *Scafell Pike* (3210 ft.), *Scafell* (3162 ft.), *Helvellyn* (3118 ft.), and *Skiddaw* (3054 ft.).

The usual approaches to the Lake District are from Oxenholme (p. 414) to Windermere, from Carnforth (p. 414) to Lake Side (Windermere) or Coniston, and from Penrith (p. 414) to Keswick or Ullswater. Seascale (see above and p. 442) is a convenient starting-point for the Wastwater district. The most common and perhaps the best plan is to begin with Windermere, as in this case we see the tamer scenery first. Those who can devote One Day only to the Lakes will see most by taking the coach from *Bowness-on-Windermere* to *Ambleside*, *Grasmere*, *Thirlmere*, and *Keswick* (see p. 419; or steamer to Ambleside and coach thence); or they may make the circular tour from *Coniston* or *Ambleside*, mentioned at p. 426. A Second Day may be devoted to the *Buttermere* round described at pp. 435, 436, and a Third Day to *Ullswater*, in which case the Lake District is quitted viâ *Penrith* (see p. 430). — A week's walk may be planned thus: 1st Day. From *Windermere* to *Ambleside*, *Grasmere*, and *Dungeon Gill* (16 M.; steamer to Ambleside, see p. 419). — 2nd Day. From Dungeon Gill by *Rossett Gill* to *Wasdale Head*, 3-4 hrs., or including an ascent of *Scafell Pike*, 4½-6 hrs. — 3rd Day. From *Wasdale Head* to *Angler's Inn*, *Ennerdale*, by the *Pillar* or by the *Black Sail Pass*, 6-7 hrs.; from Ennerdale to *Buttermere* viâ *Floutern Tarn* and *Scale Force*, 2½-3 hrs. — 4th Day. From Buttermere to *Keswick* viâ *Honister Hause* and *Borrowdale*, 14 M. — 5th Day. From Keswick viâ *Helvellyn* to *Patterdale*, 5-6 hrs. — 6th Day. Sail on *Ullswater*, visit *Aira Force*, and go on to *Penrith*; or, from *Patterdale* to *Windermere* by the *Kirkstone Pass* and *Troutbeck*, 13 M. (digression to *Hawes Water*, 6 M.).

The following list of local names may be useful. *Beck*, brook; *Combe*, hollow (comp. p. 137); *Dodd*, a spur of a mountain; *Fell*, a mountain; *Force*, a waterfall; *Gill*, a gorge; *Hause*, the top of a pass, French 'col'; *Holme*, an island; *How*, a mound-like hill; *Nab* (A.S. *Nebbe*, nose), a projecting rock; *Pike*, a peak; *Raise*, the top of a ridge; *Scar*, a wall of rock; *Scree*, steep slope of loose stones; *Thwaite*, a clearing.

The *Hotels* in the Lake District are generally good and not exorbitant; while even the smallest inns, almost without exception, are laudably

Cockermouth
Kelswick
Greenbanks
Waterloo
Southwaite
High Side
Burthwaite
Jenkin
Old Scale
Wythop Hall
Bassenthwaite Lake
Skid
Lil Crosthwaite
Curl Side
Shaton
Argusside
Broom Fell
Burt
Kirk Fell
Lord's Seat
Fairfield
Lorton
Bank
Wood
Whin Fell
Mosser Mains
Fellbarrow
Whinlatter
Thornthwaite
Swinside
Lorton Fells
Crosthwaite
Braithwaite
Portinscale
Sawyell
Bramley
Low Fell
Miller Place
Grisedale Pike
Barrow
Fruit


Lowes
Crabtree
High Force
Holmsteads
Sharrow
Kirkstone Pass
Hallin Fell
Bowscale Tarn Hotel
Blencow
Blencathra
Blencathra or Saddleback
Blencathra or Saddleback
Blencathra or Saddleback

clean. *Guides* and *Ponies* may be procured at some of the principal resorts. In the tourist-season *Coaches* and *Motor-Cars* ply from the chief centres to all the points of interest.

Readers need scarcely be reminded of the *Lake School of Poetry*. Wordsworth in particular has made the district his own ('Wordsworthshire', as Lowell calls it), and few points of interest have been left unsung in his 'Excursion' or minor poems. Among interesting prose works relating to the Lakes may be mentioned *Harriet Martineau's* 'Guide to the Lake District' (4th ed., 1871), *Prof. Knight's* 'English Lake District as Interpreted in the Poems of Wordsworth' and 'Through the Wordsworth Country' (1887), *James Payn's* 'Leaves from Lakeland', *Wordsworth's* 'Guide to the Lake District' (5th ed., 1835; new edition, 1906), *Gibson's* 'Folk-speech of Cumberland', and *Miss Alice Rea's* 'Beckside Boggle and other Lake Country Legends'. The botanist is referred to *J. G. Baker's* 'Flora of the Lake District' (1886), and the geologist to *J. Postlethwaite's* 'Geology of the Lake District'. Cragsmen may consult 'Rock Climbing in the English Lake District', by *O. Glynne Jones*, and 'Climbing' (Part I., England), by *W. P. Haskett Smith*.

The **Lake District Association** (sec., *Mr. A. B. Taylor*, Windermere) does good work in resisting schemes likely to impair the beauty of the scenery.

a. Windermere Section.

The village of **Windermere** (**Rigg's Windermere Hotel*, with view, R. 4*s*., D. 4*s*. 6*d*.; *Rail. Rfmt. Rooms;* station, p. 414) lies about 300 ft. above the lake (450 ft. above the sea), from which it is distant 3/4 M. by the direct footpath and 1 1/2 M. by road. It is delightfully situated among trees at the foot of Orrest Head (p. 420), affording fine views of the lake. Visitors may take up their quarters with almost equal advantage either here or at Bowness (see below), on the shore of the lake, 1 1/2 M. to the S. (omn. from the station 6*d*.).

Those who reach the lake at the *Lake Side Station* (see p. 420) may go on at once by steamer to (4 M.) **Storr's Hall Hotel*, (5 M.) the *Ferry* (p. 421), or (6 M.) *Bowness*.

Bowness. — **Hotels.** *Old England, close to the lake, pens. from 12*s*.; *Belsfield, opposite the pier, with large grounds, R. 4*s*. 6*d*., D. 5*s*.; *Royal Hotel, R. 4*s*.; *Crown, on a height to the E., R. from 4*s*., D. 4*s*. 6*d*.; *Stag's Head, R. 2-4*s*., D. 2*s*.-4*s*. 6*d*., unpretending. — *New Ferry Hotel, *Storr's Hall, and *Low Wood Hotel, see pp. 420, 421. — *Hydropathic Establishment, well situated on Biscay How, pens. from 7*s*. — *Lodgings*.

Coaches run daily in summer from Bowness and Windermere to (12 1/2 M.) *Ullswater* (fare 6*s*., return 8*s*. 6*d*.); from Bowness across the ferry to (10 M.) *Coniston* (4*s*., return 6*s*.); round the *Langdales* (6*s*.; p. 426); and from Windermere station to *Ambleside* (5 M.; 1*s*. 6*d*.), *Grasmere* (9 M.; 2*s*. 6*d*.), and *Keswick* (21 M.; 6*s*. 6*d*.). — Hotel Omnibuses from Bowness and from (3 M.) *Low Wood* (p. 421) meet the trains at Windermere. — **Motor Cars** from Bowness and Windermere to *Keswick*, twice daily in 2 1/2 hrs.; to *Ambleside* and *Grasmere* several times daily.

Steamers ply on Windermere at frequent intervals during the day, calling at several stations. Entire tour of the lake (2 1/2 hrs.) 3*s*., 2*s*. 6*d*.; to *Lake Side* (3/4 hr.) 1*s*. 6*d*., 1*s*.; to *Waterhead* (for *Ambleside*; 1/2 hr.) 1*s*., 9*d*.

Boats on the lake 1*s*. per hour, 5*s*. per day; with boatman 1*s*. 6*d*. and 10*s*. They may be obtained either near the Bowness pier or at the Miller Ground Landing, the nearest point to the village of Windermere. — *Electric Launches* also may be hired.

Golf Links (18 holes) on the Kendal Road, 1 3/4 M. from Bowness.

Bowness-on-Windermere (135 ft.; accent on first syllable), with (1901) 2682 inhab., the principal port of Windermere, is beautifully situated in a small bay on the E. side of the lake. The old *Church of St. Martin*, the parish-church of Windermere, has been restored and contains a good stained-glass window, with fragments brought from Cartmel Priory (p. 417; oldest parts from about 1260). Bowness affords admirable headquarters for exploring the S. part of the Lake District. The Royal Windermere Yacht Club, which has its seat here, holds regattas twice a week in July.

*Orrest Head (784 ft.), commanding an extensive view of the lake, is ascended from Windermere in about 20 minutes. On issuing from the station we bear to the left by the main road and beyond a fountain pass through the second of two gates on the right (a wooden one), adjoining the approach to Rigg's Windermere Hotel, and then ascend through the varied woods of Elleray by a path indicated by guide-posts. The **View comprises the entire S. half of the Lake District, the chief feature being, of course, the beautiful winding *Windermere* itself, with its clusters of islets and encircling mountains. The most prominent summits are the Langdale Pikes, rising to the N.W., near the head of Windermere. To the right of these is a wooded knoll called Loughrigg Fell, with Helm Crag rising behind, while still farther to the right are Fairfield, Wansfell Pike (with the village of Troutbeck), the conspicuous Red Screes, the ridge of High Street, and the fine cone of Ill Bell. To the E. is a long series of featureless hills extending to Ingleborough in Yorkshire, on the S.E. To the left (W.) of the Langdale Pikes rise the fine peak of Bow Fell, Scafell Pikes (in the distance), Pike o' Blisco and the three Crinkle Crags (in front), the rounded Wetherlam, and the Coniston Old Man, closing the mountain-screen in this direction. To the S. the view extends to Morecambe Bay. In descending we may keep more to the right and pass the cottage of *Elleray*, the former residence of Christopher North, shaded by the splendid sycamore of which he declared it were easier to suppose two Shakespeares than such another tree. Below it we reach the Ambleside road, where we may either turn to the left for (1/3 M.) Windermere, or to the right and then to the left (at the cross-roads) for (1 3/4 M.) Bowness. — *Biscay How (300 ft.) rises immediately behind Bowness, and the way to the top (1/4 hr.) is obvious. The view is similar to that from Orrest Head, but less extensive. — Other good points of view are **Miller Brow* (250 ft.), 1 1/2 M. to the N. of Bowness, on the road to Ambleside, just on this side of the above-mentioned cross-roads, and **Brant Fell* (380 ft.), 3/4 M. to the S.E. The road to the latter ascends by the church and to the left of the Crown Hotel.

Windermere, or *Winandermere* (the 'winding lake', or, perhaps, 'Windar's lake'), is the largest lake in England, being 10 1/2 M. in length and 1/4-1 1/4 M. broad. It lies 134 ft. above the sea-level, and its greatest depth is 219 ft. Its banks are beautifully wooded and enlivened with numerous villas. The N. end of Windermere is enclosed by an amphitheatre of lofty mountains. At the S. end of the lake, 6 M. from Bowness (reached by crossing the *Ferry*, 3/4 M. below Bowness, and following the shady road on the W. bank), lies *Lake Side* (Lake Side Hotel; Rail. Rfmt. Rooms), the terminus of the railway from Carnforth (see p. 417).

Steamer on Windermere (see p. 419). Leaving Lake Side the steamboat steers to the N., up the middle of the lake, which is here not wider than a river of moderate size. The banks are well wooded. To the right is *Gummer's How* (1054 ft.). We pass a few islets, and then the promontory called *Rawlinson Nab* (left), and call at **Storr's Hall Hotel* (right),

with a small observatory. Here Scott, Wordsworth, Southey, Canning, and Wilson witnessed a regatta held in honour of the first-named in 1825. Beyond *Ramp Holme* the steamer makes its next halt at the '*New Ferry Hotel*, situated on a small promontory jutting out from the W. bank (ferry, see below). It then steers across the lake towards Bowness, skirting the well-wooded *Belle Isle*, the largest island in the lake (1/2 M. long; landing forbidden). *Bowness*, see p. 419.

On leaving Bowness the steamer threads its way among several islets to the N. of Belle Isle and enters upon the most picturesque part of the voyage. The fine amphitheatre of mountains at the head of the lake becomes more and more distinct. Due N. is Fairfield; to the right of it, Red Screes, High Street, Froswick, and Ill Bell; to the left, the conspicuous Langdale Pikes. To the W. rise Wetherlam and the Coniston Old Man (comp. p. 421). To the right opens the glen of the *Troutbeck*, which flows into the lake through the woods of *Calgarth*. Scafell Pike and Bowfell now come into sight on the N.W. On the shore to the left, a little farther on, is *Wray Castle*, a modern castellated mansion, rising above the trees. The steamer then stops on the E. side of the lake at the '*Low Wood Hotel*, a large establishment close to the shore. High up on the same side is *Dove Nest*, once the temporary home of Mrs. Hemans. At the head of the lake open out the valleys of the *Brathay* (to the left) and the *Rothay*, which unite their waters just before entering the lake. To the left is *Pull Wyke Bay*. We then reach the pier of *Waterhead* (Waterhead Hotel, R. 3*s*. 6*d*., D. from 3*s*. 6*d*.; County Temperance Hotel, with restaurant, at the pier), the station at the N. end of the lake. Omnibuses for (3/4 M.) *Ambleside* (p. 425; 3*d*.) and (5 M.) *Grasmere* (p. 428; 1*s*.) meet the steamers, which run in connection with the coaches.

From Bowness to Esthwaite Water, Hawkshead, and Coniston, 10 M. (coach, see p. 419). The road leads to the S. from Bowness to the (1 M.) *Nab Ferry*, which walkers may reach by a shorter footpath (3/4 M.) to the right. The lake here is only 1/3 M. wide, and the ferry-boat plies at short intervals during the day (fare 2*d*.; carr. 1*s*.-3*s*. 6*d*.). On the other side is the *Ferry Hotel* (p. 419).

From the Ferry Hotel the road ascends, skirting the *Claife Heights*, to (1 1/4 M.) *Far Sawrey* (inn) and (1/2 M.) *Near Sawrey*, and then descends to the right to (1/2 M.) *Esthwaite Water* (214 ft.), a small lake, 1 3/4 M. long and 1/3 M. broad. Our road skirts the E. side of the lake and then turns to the left.

1 1/4 M. *Hawkshead* (Red Lion), a quaint and very irregular little town, with the grammar-school at which Wordsworth was educated. His name is cut on one of the oaken benches. The school was founded in 1585 by Abp. Sandys, a native of Hawkshead. The church and *Hawkshead Hall* (1/3 M. to the N.) are both interesting.

The road leading straight on (to the N.) from Hawkshead runs to Ambleside. Our road turns to the left and ascends to (1 1/2 M.) *High Cross* (600 ft.), the culminating point of the route, where it joins the road from Ambleside to Coniston (see p. 426). We now descend, facing the Old Man and Wetherlam, with the *Yewdale Crags* in front of them, and enjoying fine glimpses of Coniston Lake to the left, to (2 M.) the head of the lake, whence the road leads past the Waterhead Hotel to (1 M.) the village of Coniston.

Coniston (**Waterhead Hotel*, 1/2 M. from the village, near the pier, R. from 4*s*., D. 4-5*s*.; *Crown*, R. or D. 3*s*. 6*d*.; *Swan*; *Rail*.

Rfmt. Rooms; Lodgings), the terminus of a railway from Carnforth and Furness Abbey (see p. 417), is finely situated at the foot of the Old Man, $^3/_4$ M. from the lake, and is a pleasant centre for excursionists and anglers. *John Ruskin* (1819-1900) is buried in the churchyard (memorial cross). The *Ruskin Museum* (daily, 10 till dusk, 1*d.*), adjoining the Coniston Institute, contains original drawings, MSS., and note-books of Ruskin, personal relics from Brantwood (see below), engravings, etc. — **Coniston Lake** (147 ft.), a 'miniature Windermere', is $5^1/_2$ M. long, about $^1/_2$ M. broad, and 260 ft. deep at the deepest part. The most picturesque part of it is the N. end, with the mountains rising above it, but the beautifully wooded banks lower down have a charm of their own. The best view down the lake is obtained from Tarn Hows (see below). A small steamer plies up and down the lake ($^3/_4$ hr. each way; fare 1*s.*, return 1*s.* 6*d.*). At the lower end is *Lake Bank Hotel*, which is $8^1/_2$ M. from Ulverston (p. 417) and $5^1/_2$ M. from Greenodd (p. 417; coach daily). As we descend the lake the distant tops of Helvellyn, Fairfield, and Red Screes come into sight on the N. and N.E. Among the houses on the E. bank are *Tent Lodge* (opposite the Waterhead Hotel), where Tennyson once lived, and *Brantwood*, 1 M. lower down, the home of Ruskin (see above).

The most attractive point for a short walk from Coniston is ($2^1/_2$ M.) *Tarn Hows*, which pedestrians may easily include by a slight détour on their way from Bowness or Ambleside. We follow the Bowness (or Ambleside) road to a point about $^3/_4$ M. beyond the Waterhead Hotel, where we diverge to the left, nearly opposite the gate of Waterhead House, and ascend through the wooded dell to ($^3/_4$ M.) *Tarn Hows Farm* (to the left). The high ground to the right, farther on, commands a beautiful *View. In returning we may descend by a steep path into *Yewdale* (p. 426), which we reach near the celebrated yew (p. 426), or take the opposite direction and descend to the Bowness road near High Cross (p. 421).

Ascent of the Coniston Old Man, $1^1/_2$ hr. (ponies obtainable at the hotels). There are various ways of making this ascent, but if the summit is not concealed by mist the climber will not need much guidance. The slopes of the fell are covered with copper-mines and slate-quarries, and the interest of a visit to the former (apply to the manager) scarcely compensates for the disfigurement of the scenery. The regular pony-track ascends along a stream descending from the copper-mines, passes the mines, and then climbs to the left towards a conspicuous slate-quarry near the *Low Water Tarn*. Hence we ascend to the S., passing another quarry, and soon reach the top. The summit of the *Old Man (2633 ft.), the name of which is a corruption of *Allt Maen* (*i.e.* 'steep rock'), commands a *View of great charm. To the N. is an expanse of rugged fells, culminating in the distant Skiddaw, to the right of which are ranged Helvellyn, High Street, and Ill Bell. To the E. we look over Coniston Water, Esthwaite Water, and parts of Windermere, with the Yorkshire hills in the background. To the S. are Morecambe Bay and Black Combe; and the summit of Snowdon is visible in clear weather beyond the expanse of sea. The view to the W. also includes the sea and the Isle of Man. The tarn high up among the fells is *Devoke Water*. To the N.W. tower Scafell and Scafell Pike. The immediate foreground is filled with the other members of the range of which the Old Man is the loftiest summit (Wetherlam, the Carrs, Dow Crag, etc.). Three small tarns, *Levers Water* and *Low Water* to the N., and *Blind Tarn* to the S.W., are visible; and by going a few yards to the W., we see a fourth, *Goats Water* (1646 ft.), at our feet. The descent may be varied in many ways. We may walk

along the ridge connecting the summit with *Dow Crag* (2555 ft.) and descend by the *Walna Scar Pass* (2035 ft.); or we may descend to *Seathwaite Tarn* and follow the brook issuing from it down to the valley of the *Duddon* (see below), returning to Coniston by the Walna Scar road, or following the Duddon to *Broughton* and returning thence by train. Good walkers may make their way to the top of (2 hrs.) *Wetherlam* (2502 ft.; view) and descend thence either into the (1 hr.) *Tilberthwaite Glen* (see below), or by the N.E. side to (1 hr.) *Little Langdale* (p. 427).

The Duddon Valley. The easiest way to visit this valley, immortalized by Wordsworth in his 'Sonnets to the Duddon', is to take the train to (8½ M.) *Broughton-in-Furness* (Old King's Head), and drive (coach to Seathwaite) or walk thence along the river. It may be reached also by the path over the *Walna Scar* (see above), to the S. of the Old Man, with the ascent of which it may be combined. The *Duddon* rises near the *Wrynose Pass* (see below), 14 M. above Broughton, where its sandy estuary begins, and forms the boundary between Cumberland (W.) and Lancashire (E.). At *Ulpha* (Traveller's Rest Inn, good), 5½ M. above Broughton, the route to *Dalegarth Force*, *Eskdale*, and *Wast Water* (p. 441) diverges to the left. About 2½ M. farther on is *Seathwaite Church* (rebuilt), of which 'Wonderful Walker' was rector for 67 years (1735-1802), governing his parish with 'an entirely healthy and absolutely autocratic rule', leading the way in all manual labour as well as instructing his people in spiritual matters, bringing up and educating eight children, and leaving 2000*l.*, — all on an annual stipend of less than 50*l.*! He is buried in the churchyard. About ½ M. beyond the church the road over the Walna Scar Pass (see above) diverges to the right (to Coniston 5 M.). From this point, too, we may ascend along the Seathwaite Beck to *Seathwaite Tarn*, and thence to the top of the *Old Man* (p. 423). It is, however, better to follow the Duddon to a point nearly opposite the head of Seathwaite Tarn, and then make for the tarn (¼ M.) straight across country. — From the head of the Duddon valley the *Wrynose Pass* (1270 ft.) leads to the E., past the 'Three Shire Stone', where Lancashire, Cumberland, and Westmorland meet, into *Little Langdale* (p. 427); and the *Hardknott Pass* (1290 ft.) leads to the W., past *Hardknott Castle*, a fairly preserved Roman camp, to *Boot* in *Eskdale* (p. 442). Eskdale may also be reached more directly from the Duddon by a path skirting the S.W. side of *Harter Fell* (2140 ft.).

From Coniston to Dungeon Gill via Tilberthwaite and Fell Foot, 8 M. (rough road, barely passable for carriages). The road diverges to the left (N.) from the Bowness road near the Crown Hotel, and ascends through *Yewdale*, skirting the foot of *Yewdale Crag* (1050 ft.). At the (1½ M.) fork we ascend to the left through *Tilberthwaite Glen* and skirt the beck. To the right are the richly-tinted rocks of *Holme Fell* and *Raven Crag*. About 1 M. farther on we cross the beck. [To the left here opens *Tilberthwaite Gill*, a most romantic little gorge, which the path ascends by bridges, steps, and ladders. At the upper end is a pretty waterfall.] Beyond (¼ M.) *High Tilberthwaite Farm* our track leads through the gate to the left (the right gate leading to *Little Langdale*, p. 427). It first ascends past some slate-quarries, and then descends, keeping to the left, to the farm of (1½ M.) *Fell Foot*, which is surrounded by yew-trees. Ill Bell, Fairfield, Helvellyn, and the Langdale Pikes come into sight as we proceed. To the E. of Fell Foot lies the *Little Langdale Tarn* (p. 427), and to the W. rises the *Pike o' Blisco* (2304 ft.). The road to the *Wrynose Pass* (see above) is seen ascending to the left. Just on this side of Fell Foot we cross the *Brathay* and turn to the right. After a few hundred yards we turn to the left, and follow the slope of *Lingmoor Fell*. We are now on the classic ground of Wordsworth's 'Excursion'. To the left is *Blea Tarn* (612 ft.), with the Solitary's cottage, while to the right the *Langdale Pikes* suddenly come into sight. About ½ M. beyond the tarn we reach the top of the pass (700 ft.) and begin the steep descent into *Great Langdale* (°View). We pass the *Wall End Farm*, and soon see the *Old Dungeon Gill Hotel*, at the base of the Langdale Pikes. The *New Dungeon Gill Hotel* is at *Millbeck*, 1 M. lower down, near the fall (comp. p. 427). The route hence to *Grasmere* is described at p. 427.

From Coniston to Ambleside, see route described in the reverse direction at p. 428. Coniston may also be made the starting-point for the combination circular tour there mentioned. — Those who wish to return from Coniston to Bowness may vary the above route by following the Ambleside road to (7½ M.) *Waterhead* (p. 421), and going on thence by steamer.

From Windermere (and Bowness) to Ambleside, Grasmere, and Keswick, 21 M., coach several times daily in summer in 4 hrs. (fare 6*s.* 6*d.*, return 9*s.* 9*d.*; to Ambleside 1*s.* 6*d.*, to Grasmere 2*s.* 6*d.*); motor-car twice daily (fares from Bowness 6*s.* 9*d.*, return 10*s.*). This fine drive takes the traveller through the heart of the Lake District. The distances are calculated from Windermere station; from Bowness (p. 419), whence the morning coaches start, add 1½ M. This is an excellent route for cyclists.

From the station the road leads to the N.W., passing the grounds of *Elleray* (p. 420) on the right, and beyond the (¾ M.) cross-roads (to Bowness on the left and Patterdale on the right) descends through trees to (½ M.) *Troutbeck Bridge* (Sun Hotel). To the left are *Calgarth Hall* and *Park*. At (3 M.) *Low Wood Hotel* (p. 421) we reach the shore of the lake, which the road skirts to (1 M.) *Waterhead* (p. 421), passing below *Dove Nest* (p. 421; to the right). We now ascend the valley of the *Rothay* (to the left a road leading to Rothay Bridge) to (¾ M.) *Ambleside* (p. 425).

Quitting Ambleside, we pass, on the left, the ivy-clad *Knoll*, the former residence of Harriet Martineau, and, across the Rothay, at the foot of Loughrigg Fell, *Fox Howe*, the home of Dr. Arnold. To the right opens the small valley of the *Scandale Beck*, and on the same side is the richly-wooded park of *Rydal Hall*. 1¼ M. **Rydal**, a small village near the E. end of *Rydal Water* (180 ft.), a pretty little lake, ¾ M. long and ¼ M. wide.

To reach *Rydal Mount*, the home of Wordsworth from 1813 till his death in 1850, we ascend the steep road to the right for 170 yds. A glimpse of the house, on a small hill behind the church, almost hidden by the trees, is got from the coach. It contains no relics of the poet and is not shown.

The pretty little *Falls of the Rydal* are within the grounds of *Rydal Hall*, the seat of the Le Flemings, and a guide must be obtained at a cottage below the church, to the left. The two falls are about ½ M. apart, and the upper one is about ¾ M. from the highroad.

Walkers to Grasmere may leave the highroad at Rydal, take the first turning to the left beyond Rydal Mount, and follow a path along the W. slope of *Nab Scar* (views), which joins a narrow road at *White Moss* and reaches the highroad just beyond the Prince of Wales Hotel (see below).

The coach-road now skirts the N. bank of Rydal Water, passing *Nab Cottage*, where Hartley Coleridge (d. 1849) and Thomas De Quincey (1785-1859) once lived. Beyond Rydal Water the road turns sharply round a wooded knoll, and discloses a lovely *View of Grasmere lake and vale. The fells in front (left to right) are Helm Crag, Steel Fell, Seat Sandal, and Great Rigg. The coach skirts the lake for ½ M., and a little beyond the Prince of Wales Hotel turns to the left. (Walkers who do not call at the village may save ¼ M. by keeping to the right here, rejoining the coach-road at the Swan Hotel.) — 9 M. (from Windermere) *Grasmere*, see p. 428.

About $^1/_2$ M. beyond the village of Grasmere we pass the Swan Hotel, a little to the right, and soon begin the long ascent to the (3 M.) top of *Dunmail Raise* (780 ft.), the pass between *Steel Fell* (1811 ft.) on the left and *Seat Sandal* (2415 ft.) on the right. The scenery becomes wilder. The wall at the top of the pass is the boundary between Cumberland and Westmorland, and the heap of stones is said to mark the grave of Dunmail, last king of Cumbria. We now obtain a view of Thirlmere, with Helvellyn to the right and Skiddaw in the distance. About $1^1/_4$ M. below the pass, and $^1/_3$ M. from the S. end of Thirlmere, we reach *Wythburn* (Nag's Head Inn), whence Helvellyn may be ascended (p. 440).

Thirlmere (550 ft.) is about $3^1/_4$ M. long, and nowhere more than $^1/_3$ M. wide. Its greatest depth is ca. 150 ft. The W. side, opposite Helvellyn, is bordered with picturesque woods and crags.

Thirlmere and the surrounding country as far as the watersheds are now the property of the Manchester Corporation, who have made the lake a reservoir, raising the water-level 20 ft. by means of a dam at the N. end. As compensation a fine road has been made along the W. bank (preferable for pedestrians), which is traversed by public conveyances between Grasmere and Keswick. The aqueduct which conveys the water to Manchester is 96 M. long.

Foot-passengers may follow the road on the W. bank of Thirlmere, and from *Armboth*, $1^1/_4$ M. from the head of the lake, may proceed to the W. by a rough path across the *Armboth Fell* (1588 ft.; route marked by whitened stones) to ($1^1/_4$ hr.) *Watendlath*, 5 M. from Keswick (comp. p. 435).

The through coach-road runs above the E. bank of the lake, at the base of Helvellyn, for about 1 M. From the top of a long gradual ascent it commands a fine view of the Vale of St. John, with Saddleback (or Blencathara) in the background. The wooded knoll to the left is *Great How* (1092 ft.). We pass (1 M.) the little King's Head Inn, at *Thirlspot* (ascent of Helvellyn hence, see p. 440). About $^3/_4$ M. farther on the road down the Vale of St. John diverges to the right. The Castle Rock of St. John, celebrated by Scott in 'The Bridal of Triermain', now rises on the same side (1000 ft.). For the next 3 M. the scenery is less interesting, but when we reach the top of the ridge called *Castle Rigg*, we are repaid by a charming *View of the vale of Keswick, with the lakes of Derwentwater and Bassenthwaite. Skiddaw and Blencathara rise in front; to the W. are the fells round Newlands (p. 436) and Buttermere (p. 436). We have still a descent of $1^1/_4$ M. to reach *Keswick* (see p. 433).

Ambleside (*Salutation*, **Queen's*, R. from 3*s.* 6*d.*, D. 3*s.* 6*d.*-5*s.*; *White Lion*, R. or D. 3*s.*; *Royal Oak*, all in the town; hotels at Waterhead, on the lake, $^3/_4$ M. from the town, see p. 421; *Lodgings*), a small town with (1901) 2536 inhab., is beautifully situated in the valley of the *Rothay*, at the foot of *Wansfell Pike*, and $^3/_4$ M. from the head of Windermere. It is supposed to have been a Roman station, and fragments of tesselated pavements and other remains have been found in the neighbourhood. It is perhaps the best head-quarters for excursions in the S. part of the Lake District, and has

abundant omnibus, coach, or motor-car communication with Waterhead (p. 421), Grasmere, Windermere, Coniston, Keswick, and Patterdale. The *Church of St. Mary*, built by Sir G. G. Scott, contains a stained-glass window to the memory of Wordsworth.

Excursions from Ambleside. From the hotels a road and path ascend by the stream to (1/2 M.) **Stock Gill Force*, a romantic little fall about 70 ft. high, with picturesque surroundings (adm. 3*d.*). — To the (2 M.) *Rydal Falls*, see p. 424. — A pleasant walk in the prettily-wooded valley of the *Rothay* may be taken by crossing the river near the church and ascending on the right bank, past *Fox Howe* (p. 424), to (1 3/4 M.) *Pelter Bridge*. Then back by the highroad (1 M.). — Another excellent view of Windermere is obtained from **Jenkin Crag*, 1 1/2 M. to the S. — Other short walks may be taken to *Skelwith Force* (see below), *Colwith Force* (p. 427), **Loughrigg Terrace* (p. 427), *Troutbeck* (p. 429), etc.

Ascents. The ascent of *Wansfell Pike* (1597 ft.), rising to the E. of Ambleside, takes 3/4-1 hr. About 1/2 M. beyond the entrance to Stock Gill we cross a stile (guide-post) to the right and follow a clearly indicated path. The top affords a charming view of Windermere, Grasmere, and Rydal, with numerous mountains in the distance. The descent may be made on the S.E. by a path marked by stakes to *Troutbeck* (p. 429) in 1 1/2 hr., whence we return viâ (2 M.) Low Wood (p. 421) to (2 M.) Ambleside. — **Loughrigg Fell* (1101 ft.) may be ascended by several routes, and its long uneven top affords a variety of views. The easiest route (about 1 hr.) is by the path ascending from *Clappersgate* (see below), 1 M. to the S.W.; the shortest ascends from the bridge near St. Mary's Church (see above). — The *Fox Gill* ascent begins behind Fox Howe (see above). The descent (steep) may be made by Loughrigg Terrace and Red Bank to Grasmere (p. 428). — The top of *Nab Scar*, the southernmost spur of Fairfield, may be reached from Ambleside viâ Rydal in 1-1 1/2 hr. We follow the road past Rydal Mount as far as it goes, and ascend a green slope between two walls. — *Fairfield* (2863 ft.) itself may be reached by following the ridge to the N. from Nab Scar (2-3 hrs. from Ambleside; fine views), but the usual ascent is by the bridle-path ascending from the Swan Inn near Grasmere (p. 428). — Ascent of the *Langdale Pikes*, see p. 427.

From Ambleside to Coniston by Barn Gates and back by Oxenfell (to Coniston 7 1/2 M., back 8 M.). This round is made daily in summer by chars-à-bancs (fare 5*s.*). Circular tour tickets are issued at Ambleside also for Coniston, Furness Abbey (train), Lake Side (train), Waterhead (steamer), and back to Ambleside by omnibus (fares 7*s.* 6*d.*, 5*s.* 3*d.*; tickets available for two days). — The road leads to the S.W., crosses (1/2 M.) *Rothay Bridge*, and skirts the S. slopes of *Loughrigg Fell*. At (1 M.) the village of *Clappersgate* we diverge to the left from the road to the Langdales (see below) and cross *Brathay Bridge*. We then traverse a well-wooded district at the head of *Pull Wyke Bay* (to the left, *Brathay Hall*), diverge to the right from the Hawkshead road, and ascend to (2 M.) *Barn Gates Inn*, where we obtain a good mountain view. At (2 M.) *High Cross* we join the route from Bowness, described at p. 421. 2 1/2 M. *Coniston*, see p. 421. — On the return-route we strike to the N. through *Yewdale*, turn to the right after 1 1/2 M., and ascend past *High Yewdale Farm*. The patriarchal yew for which the dale was celebrated was all but destroyed by a storm in December, 1894. About this point the road turns to the left and ascends on the slope of *Oxenfell* to (2 1/2 M.) the top of the pass (500 ft.; view). Farther on (3/4 M.), a road diverges on the left to *Colwith Force* (p. 427). To the left is *Elterwater Tarn*, near which is a small cottage-factory (St. Martin's), where Mr. Albert Fleming has resuscitated the old Lakeside industries of spinning and hand-loom weaving. Our road descends to the right to (1 M.) *Skelwith Bridge*, over the Brathay, which forms the small fall of *Skelwith Force* 300 yds. farther up. We then skirt the base of Loughrigg Fell to (2 M.) *Brathay Bridge* (see p. 423).

Tour of the Langdales, 19 1/2 M., coach daily in summer in 6 hrs. (fare 4*s.*). From Ambleside to (3 M.) *Skelwith Bridge*, see above. About 1 M. farther on we diverge to the right from the road to Coniston and

descend to *Colwith Bridge*, just beyond which the road forks. [We may here stop to visit *Colwith Force*, a cascade in the pretty little valley to the right (key kept at a cottage by the fork; 3*d*.).] Our road ascends to the left, a little above the fall, through the vale of Little Langdale, which is separated from Great Langdale by *Lingmoor Fell* (to the right). Beyond the (1 M.) hamlet of *Little Langdale* (two inns) we pass *Little Langdale Tarn* (340 ft.) and a little farther on, near *Fell Foot*, join the route described at p. 423.

The coach stops at one of the hotels (p. 423) for luncheon, and ample time is allowed for a visit to **Dungeon Gill Force* (1/2 M. from either hotel), romantically situated in a narrow gorge, hemmed in by vertical walls of rock and making a perpendicular descent of about 70 ft. Above the fall is a curious natural bridge formed by two rocks firmly wedged between the sides of the ravine. Those who have come from the Old Hotel may descend the hill to the New Hotel and there rejoin the coach.

[Dungeon Gill is the best starting-point for an ascent of the Langdale Pikes (*Harrison Stickle* 2401 ft.; *Pike o' Stickle* 2323 ft.), which takes 1½-2 hrs. (pony and guide 8-10*s*.). We ascend in windings near the Dungeon Gill beck (with the stream to the right). As we approach the final part of the ascent the Pike o' Stickle rises to the left and the Harrison Stickle to the right, but to reach the latter we have to make a détour to the left round a spur. The view from the top is somewhat circumscribed, but commands Langdale and Windermere. The descent may be made by *Stickle Tarn* (1540 ft.), below Harrison Stickle. The route, which is unmistakable, passes between the *Pavey Ark Rocks* on the N. bank of the tarn, and then descends along the beck. — *Grasmere* may be reached in 2-2½ hrs. by keeping to the N. from Stickle Tarn and climbing the ridge in front, until a point is reached from which we look down upon Grasmere. In descending we keep to the right of *Codale Tarn* and *Easedale Tarn*. From the Pike o' Stickle we may descend on the N.W. to the *Stake Pass* (p. 437) and *Borrowdale* (see p. 435). — **Bow Fell** (2960 ft.; *View) may be ascended from Old Dungeon Gill Hotel in 2-2¼ hrs., viâ *Stool End Farm* and the shoulder called the *Band*.]

From Dungeon Gill our road runs to the E. through the green valley of Great Langdale, affording a fine retrospect of the Langdale Pikes. About 2 M. beyond Millbeck we reach *Langdale Church* and the village of *Chapel Stile*, on the fells near which are numerous slate-quarries. Here the road forks, and walkers who wish to return direct to (5 M.) Ambleside follow the branch to the right, passing *Elterwater* and *Loughrigg Tarn*. [A new road starting 1/2 M. beyond the turn for Elterwater village reaches Skelwith Bridge in 1¼ M.; it is easier and finer than the old road.] The coach ascends the road to the left and soon reaches the top of the saddle (523 ft.) between Silver How and Loughrigg Fell, where we have a good retrospect of the Langdale Pikes, Bow Fell, and other summits. [A new path, diverging to the left at the top of the descent, affords a shorter and preferable route for pedestrians to Grasmere.] As the coach descends, viâ the very steep hill known as *Red Bank*, a fine *View of Grasmere is disclosed. To enjoy this to the full we may diverge to the right a little farther on, by a lane leading to **Loughrigg Terrace*, which skirts the N. side of Loughrigg Fell, high above the lake. We may either return to the coach-road, which finally skirts the S.W. side of the lake, or descend from the Terrace to a point between Grasmere Lake and Rydal Water and reach Grasmere by the road on the W. side of the former. *Grasmere*, see p. 428. From Grasmere to (4 M.) *Ambleside*, see p. 425.

Other excursions may be made from Ambleside to (8½ M.) *Patterdale* coach daily, joining the route from Windermere at the Kirkstone Pass, reached from Ambleside by a steep ascent of 3 M. through the valley of the *Stock Gill Beck*; comp. p. 426); to *Wasdale Head* (p. 441), either by the *Wrynose Pass*, *Hardknott Pass*, *Eskdale*, *Boot*, and *Burnmoor Tarn* (23¼ M.), or by *Dungeon Gill* (7½ M.) and by bridle-path over *Esk Hause* (2370 ft.; 3-3½ hrs.; comp. p. 439); and to *Keswick* viâ *Great Langdale* and the *Stake Pass* (road to Dungeon Gill 7½ M.; bridle-path over the pass 3-3½ hrs.; road from Rosthwaite to Keswick 6½ M.).

The village of **Grasmere** (**Prince of Wales*, on the lake, 1/2 M. from the village, R. 4*s.*, D. 4*s.*; **Rothay*, similar charges; *Red Lion*; **Moss Grove Private*, R. 3*s.*, D. 3*s.*, these three in the village; *Swan*, 1/2 M. to the N.; *Lodgings)* is charmingly situated near the N. end of the lake of the same name, a little to the W. of the main road from Ambleside to Keswick. Wordsworth (d. 1850) resided here in *Dove Cottage* (adm. 6*d.*; memorials) from 1799 to 1808, and is buried in the churchyard (comp. p. 424). Almost every point in the neighbourhood is celebrated in his poetry. In the church is a memorial tablet, with a head by Woolner. Pop. (1901) 781.

***Grasmere** (208 ft.) is about 1 M. long and nearly 1/2 M. broad in the middle; its greatest depth is 180 ft. There is a solitary green island in the centre.

Helm Crag (1299 ft.; 1 hr.), rising to the N. of Grasmere, is a good point of view. We follow the Easedale road (see below) to a point about 1/3 M. beyond the slab-bridge, diverge to the right between two houses, pass through a gate to the right, and ascend by a wall. When the wall begins to descend we keep to the left. At the top are some curious crags, supposed to resemble, when seen from below, a lion and lamb, an 'Ancient Woman cowering beside her rifted cell', the 'astrologer, sage Sidrophel', etc. — The charming *View from (1 1/2 M.) *Red Bank* has been mentioned on p. 427. We may return by the N. side of Grasmere (2 1/2 M.), crossing the *Rothay* between Grasmere and Rydal lakes, or we may extend our walk to include a circuit of Rydal Water (6 M. in all). From Red Bank we may ascend also to the top of *Loughrigg Fell* (p. 426) in about 1/2 hr. — Perhaps the best short walk from Grasmere is that to (2 1/2 M.) **Easedale Tarn.** There is a bridle-path all the way, and driving is practicable for 1 1/4 M. The route leads to the N.W., following the general course of the *Easedale Beck*. The turns to the right are to be avoided. About 1/3 M. from the village the road crosses the stream by a bridge, and a little farther on, walkers cross it again by a slab-bridge and ascend by its right bank. As we approach the tarn we pass *Sour Milk Force*, the milky water of which is conspicuous. Fine retrospect of Grasmere. The tarn lies in a secluded valley, 915 ft. above the sea and 700 ft. above Grasmere. The walk may be prolonged to *Dungeon Gill* (1 1/2-2 hrs.) or to the *Langdale Pikes* (2-3 hrs.; comp. p. 427). The return to Grasmere may be varied by ascending *Silver How* (1345 ft.), which rises to the S. (see Map).

Ascent of Helvellyn (2 3/4-3 1/2 hrs.; pony and guide 15*s.*, both unnecessary for practised climbers). We follow the highroad to Keswick (see p. 425) for 1 1/4 M., to a bridge 3/4 M. beyond the Swan Hotel. Here we pass through a gate on the right and ascend the rough track to the left of the stream. To the right is the charming little fall of *Tongue Gill Force*, to which a digression should be made. Our track keeps to the left and can scarcely be missed, though some climbers have made the mistake of taking *Seat Sandal* (2415 ft.; to the left) for Helvellyn. Fine retrospects of Grasmere as we ascend. In about 1 3/4 hr. we reach the top of the *Grisedale Pass* (1930 ft.), between Seat Sandal and *Fairfield* (2863 ft.), where we pass through a gap in the wall. To the left lies *Grisedale Tarn* (1768 ft.). We now descend to the (12 min.) tarn, cross the stream issuing from it, and ascend by the steep zigzag track to the left to *Dollywaggon Pike* (2810 ft.), the S. and lowest extremity of the Helvellyn ridge. The ascent hence to the summit, reached in about 1-1 1/4 hr. from Grisedale Tarn, is comparatively easy. The *View from **Helvellyn** (3118 ft.; origin of name uncertain), the third in height but most impressive in form of the Lake Mts., is very extensive, including all the main summits of the Lake District and the lakes of Windermere, Coniston, Esthwaite, and Ullswater. (Thirlmere is not visible from the highest point.) Immediately at our feet, on the E., is the *Red Tarn* (p. 432), between two spurs of

Helvellyn, *Catchedicam* on the left and *Striding Edge* (2500 ft.) on the right. The Solway Firth and the hills of Dumfriesshire bound the view to the N., while the sea is the limit to the S. We may descend either to Grasmere, *Wythburn* (see p. 425), *Thirlspot* (see p. 425), or *Patterdale* (p. 431). The Wythburn path diverges to the right from the Grasmere route about 10 min. below the top. — Grasmere is also the starting-point for the easiest ascent of Fairfield (2863 ft.; 1½-2 hrs.). We turn to the right near the Swan Hotel and ascend by a well-marked bridle-path. Or we may diverge from the Helvellyn route near the top of Grisedale Pass (p. 428) and make straight for the summit.

From Grasmere to Patterdale (Ullswater) by the Grisedale Pass (8 M., in 3-4 hrs.; an easy and delightful excursion). From Grasmere to the (1½-2 hrs.) head of the Grisedale Pass (1930 ft.), see p. 428. The descent beyond the tarn is steep at first. To the left towers Helvellyn, to the right *St. Sunday's Crag* (2756 ft.). Ullswater is generally hidden. Good walkers may ascend to the saddle between Fairfield and St. Sunday's Crag, and follow the ridge all the way to Patterdale (fine views). Beyond a shed, reached ½ hr. after leaving the tarn, we cross a small beck and keep to the left of the main stream. In ¼ hr. we pass through a gate and cross to the other side. From (10 min.) the abandoned farm-house of *Elm How* a good road leads to (1½ M.) *Patterdale* (see p. 431).

From Grasmere to Borrowdale viâ Easedale (to Rosthwaite 3-4 hrs.). We leave Grasmere by the Easedale Tarn route, follow the road for about ⅓ M. past the slab-bridge (p. 423), pass between the two houses (as on the ascent of Helm Crag, p. 428), and then follow the bridle-path to the left, which ascends *Far Easedale Gill*. About 1 M. from the point where we left the road we cross the beck at the *Stythwaite Steps*. The track ceases about 1 M. farther on, but we follow the course of the stream, and soon reach the (1 M.) head of the Easedale Valley. Beyond this we cross a depression (at the head of the *Wythburn Valley*) and ascend again in the same general direction to (1 M.) *Greenup Edge* (2000 ft.), the highest part of the route, between *High Raise* (2500 ft.) on the left and *Ullscarf* (2370 ft.) on the right (°View). In descending we keep to the right, the direction being roughly indicated by heaps of stones. Lower down, the path reappears and descends on the right bank of the stream (view of Borrowdale). At the hamlet of *Stonethwaite*, about 2 M. below the top, we cross the stream by a stone bridge, and ½ M. farther on join the main Borrowdale road, ½ M. above *Rosthwaite* (p. 435). From Rosthwaite to (6½ M.) *Keswick*, see p. 435. — Walkers may reach Keswick from Grasmere also viâ *Dunmail Raise*, *Armboth Fell*, and *Watendlath* (comp. p. 425).

From Windermere to Patterdale (Ullswater), 12½ M., coach daily in 2½ hrs. (fare 6*s.* 6*d.*, return 8*s.* 6*d.*). Circular tour tickets, available for a week, are issued from Windermere to Keswick viâ Patterdale (coach, steamer, and train; fares 16*s.* 3*d.*, 14*s.* 3*d.*, 13*s.* 6*d.*). Male coach-passengers are expected to walk most of the way up to the top of Kirkstone Pass. Our road diverges to the right from that to Ambleside, at a point ¾ M. from Windermere station (p. 414), and ascends on the left side of the Troutbeck valley.

Another road leaves the Ambleside road at Troutbeck bridge, ¾ M. farther on, and ascends on the left side of the beck; it is this road that passes through the long and picturesque village of Troutbeck (*Mortal Man Hotel*; *Queen's Head*). The two roads unite at the N. end of the village.

Our road soon quits the woods and commands charming views of Windermere. From (2 M.) *Troutbeck Church* (E. window by Burne-Jones, William Morris, and Ford Madox Brown) a road leads to the left to the village of *Troutbeck* (see above), and 1 M. farther on,

just beyond the Queen's Head, our road unites with that leading through Troutbeck (see p. 429). We now ascend steeply along the E. slope of *Wansfell* (p. 426) to the (3¼ M.) top of the **Kirkstone Pass** (1500 ft.), between *Red Screes* (2541 ft.) on the left and *Caudale Moor* (2500 ft.) on the right. About 200 yds. below the col we pass the *Traveller's Rest* (1476 ft.), a small inn, which is sometimes wrongly described as the highest inhabited house in England (comp. p. 405). About as far on the other side of the col, to the left, is the stone that gives name to the pass; it is supposed to look like a 'kirk' from a point about halfway down. Brothers' Water comes into sight in front, with Place Fell, rising above Ullswater, in the distance. 2½ M. *Brothers' Water Inn.* ½ M. *Brothers' Water* (520 ft.), ⅓ M. square, said to derive its name from the drowning of two brothers. Below Brothers' Water the road crosses the outlet of *Hayes Water*, turns to the left, and crosses (½ M.) the *Goldrill Beck.* We now descend through *Patterdale*, passing the mouth of *Deepdale*, between Fairfield and St. Sunday's Crag, on the left, and soon reach the village of (1¾ M.) *Patterdale* (p. 431). *Ullswater Hotel* (p. 431) is about 1 M. farther on.

b. Ullswater Section.

Travellers who enter the Lake District on the Ullswater side leave the railway at *Penrith* (p. 414), whence Coaches (fare 1*s.* 6*d.*) and Motor Cars (fare 1*s.* 6*d.*) ply daily in summer to (5½ M.; 1 hr.) *Pooley Bridge* (*Sun), situated to the S.W., at the lower end of the lake.

Walkers may turn to the S. at the station, without entering the town, and follow the left (W.) bank of the *Eamont.* The route passes (3 M.) *Dalemain Hall* and crosses *Dunmallet Hill* (view).

***Ullswater** (476 ft.; 'Ulf's water') is the second in size of English lakes, measuring 7½ M. in length and ¼-¾ M. in breadth. Its greatest depth is 205 ft. The scenery of the lake, which some prefer to that of Derwentwater and Windermere, increases in picturesqueness and grandeur as we approach the head. No general view of the lake is obtainable, as its bendings divide it into three reaches, each of which from some points seems a complete lake in itself. There is a good road along the whole of the W. side of the lake, but on the more precipitous E. bank the road stops at the entrance of Boredale (p. 431). Boats may be hired at the hotels to fish in the lake; boat and man 5*s.* per day.

The small Steamers which ply on the lake (fares 2*s.*, 1*s.* 6*d.*; return 3*s.*, 2*s.*), taking ¾-1 hr. to reach the upper end, start from a small pier, ¼ M. from Pooley Bridge. The scenery of the first reach, 3 M. in length, is rather tame. At the foot of the lake rises the wooded hill of *Dunmallet.* To the right is the *Brackenrigg Hotel*, 1¾ M. from Pooley Bridge. *Howtown* (p. 431), the only intermediate station, lies in a bay to the left. Opposite is the point of *Skelly Nab.* The middle reach, 4 M. long, extends to the islet of *House Holme.* To the left rise *Hallin Fell* (1271 ft.) and *Birk Fell* (1670 ft.), with *Boredale* and the hamlet of *Sandwick* between them. To the right

are *Gowbarrow Fell* (1579 ft.), the finely-wooded *Gowbarrow Park* (see below), and *Lyulph's Tower* (see below). In front of us rises the stately Helvellyn. We now turn to the left into the upper reach, 2 M. long, which contains a few islets. The *View here is very grand. To the left *Place Fell* (2154 ft.) descends abruptly into the lake; opposite is the wood-clad *Stybarrow Crag*. At the head of the lake lies *Patterdale*, at the foot of *St. Sunday's Crag* (2756 ft.) The steamboat-pier is near the Ullswater Hotel, about ½ M. from the head of the lake.

Patterdale *(Patterdale Hotel*, R. 3*s.* 6*d.*, D. 3*s.*; *White Lion*, unpretending; *Lodgings)* is a small village, delightfully situated at the foot of the valley of that name and close to the head of Ullswater. It is a favourite centre for excursions in the N.E. part of the Lake District. About 1 M. to the N., on the E. bank of the lake, near the steamboat-pier, is the large **Ullswater Hotel* (R. or D. 4*s.*), with pleasant grounds. Near it is the **Glenridding Temperance Hotel* (R. from 2*s.*, D. 3*s.*-3*s.* 6*d.*, pens. from 7*s.* 6*d.*). On the hill-side above the Ullswater Hotel are the *Greenside Lead Mines*, which send a stream of polluted water into the lake.

The favourite short excursion from Patterdale is that to Aira Force (4 M.), which may be made either by land or by water. In the former case we follow the prettily-wooded road along the W. bank of the lake, passing the (3½ M.) road (improved) ascending to the left to Troutbeck station (p. 438). We cross the beck just beyond this road and ascend by the path to the left to (½ M.) the fall. To the right is *Lyulph's Tower*, a square ivy-clad building, the name of which, like that of the lake itself, is said to commemorate a Baron de L'Ulf of Greystoke. For the water-route, which affords better views, small boats may be obtained either at the Patterdale or the Ullswater Hotel. The fall of *Aira Force, 70 ft. high, is very romantically situated in a rocky chasm with wooded sides. Two rustic bridges (rather frail) cross the stream above and below the fall and afford convenient points of view. Aira Force and the adjoining *Gowbarrow Park* (for ever associated with Wordsworth's 'Daffodils') were acquired for the public in 1906. A path ascends the left bank of the stream above the fall, through the park, to (1 M.) *Dockray* (p. 438), passing the pretty little *High Force* and a picturesque old mill.

The following is a fine round of 10-12 M. (4 hrs.) from Patterdale. We take the lane leading to the E. from the church and follow the track along the E. bank of the lake. (Visitors at the Ullswater Hotel may save 2 M. by ferrying across to *Bleawick.)* The higher of the two paths on the slope of *Place Fell* commands charming views of dale and fell. After 1½ M. the path descends to the shore and rejoins the lower path, and after 1 M. more it turns to the right, away from the lake, and leads round a plantation. At (1 M.) *Sandwick*, a hamlet at the entrance to Martindale (view of High Street in the background), a road diverges to the right. Our path leads straight on through wood and along the base of *Hallin Fell* (1271 ft.), follows the line of the shore, bends to the right 1 M. farther on, and after ½ M. more joins the road about ¼ M. short of Howtown (**Hotel*, unpretending). From Howtown we at first follow the road, which ascends past the church and the hamlet of *Cowgarth*, to the (1 M.) saddle between Hallin Fell on the right and *Steel Knotts* (1190 ft.) on the left. It then descends, crosses a beck, and turns to the right towards Sandwick (see above). About 200-300 yds. from the bridge, however, we turn to the left and follow the road leading through Boredale. The road crosses (¾ M.) the stream, and ends at the farmhouse at (1 M.) *Boredale Head*. From this point we ascend by a steep bridle-path to (1¼ M.) *Boredale Hause* (1200 ft.; view). The descent on the other side to (¾ M.) Patterdale is short and steep.

From Patterdale to Hawes Water. The easiest route is to take the steamer to *Howtown*, the land-journey to which has been described

on p. 431, and ascend thence (2½-3 hrs.). Those who wish to drive must start from Pooley Bridge (to Mardale Green 15 M.). At Howtown we pass through a gate at the back of the hotel and ascend to the S. through the glen of *Fusedale*, at first on the left and then on the right bank of the beck. In about ½ hr. we bend to the left, up the fell, and soon cross a little stream (no path). Blencathara now appears in our rear and Helvellyn to the right, while High Street is visible to the S. On reaching the (½ hr.) top of the ridge (*Weather Hill*, 2174 ft.) we have a fine mountain view to the S. and W. In descending we bear to the left and cross the (¾ M.) *Measand Beck* by a foot-bridge we saw from above. In 10 min. more we reach the road on the bank of the lake, which leads to the W. (right) to (2¼ M.) *Mardale Green* (see below). — The direct route from Patterdale to Hawes Water leads by Kidsty Pike (4-5 hrs.). We follow the Windermere road for about 2 M., and at the point where it turns to the right, just below Brothers' Water (see p. 430), we keep straight on through the hamlet of *Low Hartsop*. About ½ M. farther up our road (a cart-track) crosses the Hayes Water Beck, recrossing it in ½ M. more, and passing near the foot of *Hayes Water* (1343 ft.). We then ascend in zigzags to the (¾-1 hr.) top of the ridge. From this point we may diverge to the right and ascend to the top of *High Street* (2663 ft.), which commands an extensive view. [The name of High Street is derived from an old Roman road that ran near the top of the ridge; some traces of it may be discerned near the summit of High Street.] *Kidsty Pike* (2560 ft.) rises in front, to the left. The direct route for Mardale Green keeps straight on through a gate in the wall at the top of the ridge, whence we have a steep and somewhat rough descent of about 1 hr.

Hawes Water (694 ft.), 2½ M. long and ⅓ M. wide, is a solitary little lake, embosomed among lofty mountains. Good quarters may be obtained in the *Dun Bull Inn* at *Mardale Green*, 1 M. from the head of the lake. The lower end of the lake is 5½ M. from *Shap* (p. 414) by footpath and 7½ M. by road viâ *Bampton* (Crown & Mitre). Good walkers may also go on to *Windermere* (12½ M.; 4½-5½ hrs.) by the *Nan Bield Pass* (2050 ft.), *Kentmere*, and the *Garbourn Pass* (1450 ft; fine views in descending). Or they may ascend *High Street* (1½-2 hrs.; see above) and descend by the Troutbeck glen to *Windermere* (3-3½ hrs.).

Mountain Ascents from Patterdale. The ascent of **Place Fell** (2154 ft.; view) takes about 1-1½ hr. We ascend nearly to the top of *Boredale Hause* (p. 431), and then diverge to the left and climb the ridge. The descent may be made to the road through *Boredale* (p. 431). — To reach the top of **St. Sunday's Crag** (2756 ft.; 1½ hr.) we leave Patterdale by the route leading through *Grisedale* (comp. p. 429), and beyond (1½ M.) the farm-buildings of *Elm How* turn to the left and ascend a zigzag green path, on the right bank of a beck, to the (½ hr.) top of the ridge, where we turn to the right towards the (½ hr.) summit. The top commands a good view of Ullswater and Helvellyn. The descent may be made along the ridge and straight down to Patterdale. — **Helvellyn** (3118 ft.; p. 428) may be ascended either viâ *Glenridding* (3-4 hrs.) or by *Red Tarn* (2-2½ hrs.), the latter being the shorter but steeper route (pony and guide 12*s.*; on the second route the ponies must be left at the tarn, ½ hr. from the top). By the Glenridding route we leave the highroad opposite the Ullswater Hotel and ascend the cart-track to (1½ M.) *Greenside Smelting Mill*. Here we avoid the track to the right, and follow the bridle-path in a straight direction. Near *Keppelcove Tarn* (1825 ft.) the path ascends in zigzags to the right, afterwards bending to the left, and soon reaching the top of the ridge, where we turn to the left (path no longer distinct), and reach the summit in ½ hr. more. Walkers may shorten the distance a little by ascending to the left of Keppelcove Tarn. For the more interesting Red Tarn route we follow the Grisedale path (p. 429) for about ½ M. and turn to the right, crossing the beck, at a guide-post. The pony-track from this point to a gateway about 2 M. farther on is well marked, and beyond the gateway we come in sight of the *Red Tarn* (2356 ft.), the highest sheet of water in the Lake District. We keep to the right of the

tarn and climb steeply to the top of the *Swirrel Edge*, along which a narrow path leads to the summit. Mountaineers may diverge to the left at the gateway and ascend by *Striding Edge*. Descent to *Wythburn* or *Thirlspot*, see p. 440; to *Grasmere*, see p. 428. — A good and easy *Mountain Walk* (5 hrs.), commanding excellent views, is the round by *Hart Crag* (2698 ft.; to the S.), *Fairfield* (p. 429), and *St. Sunday's Crag* (p. 429).

From Patterdale to *Keswick*, see p. 437 (various routes; for walkers the best is over Helvellyn and down to Thirlspot, 5-6 hrs.; the easiest and quickest route is by Thirlmere); to *Windermere* (and *Ambleside*) by the *Kirkstone Pass*, see p. 429; to *Grasmere* by the *Grisedale Pass*, see p. 429.

c. Keswick and Derwentwater Section.

Keswick. — **Hotels.** *KESWICK HOTEL, at the station, 1/4 M. from the town, a large establishment with 200 beds, R. from 4*s.*, D. 5*s.*; *QUEEN'S, in the main street, R. 3*s.* 6*d.*, D. 3*s.* 6*d.*, ROYAL OAK, same proprietor and charges; LAKE HOTEL, R. 3*s.* 6*d.*, D. 3-5*s.*; KING'S ARMS, R. 3*s.*, D. 2*s.* 6*d.*-3*s.* 6*d.*; *GEORGE; COUNTY; BLENCATHRA, *SKIDDAW PARK, unpretending temperance hotels, R. 2*s.* 6*d.*-3*s.* — At *Portinscale*, 1½ M. from the station: *DERWENTWATER HOTEL. — *LODORE HOTEL and *BORROWDALE HOTEL, see pp. 434, 435. — *Lodgings* in abundance.

Coaches run daily from Keswick to *Borrowdale* (6*d.*, return 1*s.*), *Grasmere* (4*s.*, return 6*s.*), *Ambleside* (5*s.*, 7*s.* 6*d.*), *Buttermere* (there and back 6*s.*), *Windermere* (6*s.* 6*d.*, 9*s.* 9*d.*), etc. Drivers' fees are included in these fares. — *Hotel Omnibuses* from the station to the town (6*d.*). — **Motor Cars** to *Windermere* and *Bowness*, see p. 424.

Boats on Derwentwater 1*s.* per hour, 5*s.* per day; with boatman 2*s.* for the first hr. and 1*s.* 6*d.* for each addit. hr.; 10*s.* per day. — **Electric Launches** ply up and down the lake. — **Bathing Place**, 1 M. from the town (adm. 4*d.*).

Fishing. The lake contains trout, perch, pike, and eels, and some of the rivers in the neighbourhood are good trout-streams. Angler's ticket for the district 1*s.* per day, 2*s.* 6*d.* per month, 5*s.* for the season.

Railway from Penrith or Cockermouth to Keswick, see p. 414.

Keswick, a small market-town with 4451 inhab., is situated on the S. bank of the *Greta*, close to Derwentwater and amid much fine mountain-scenery, of which, however, scarcely a glimpse is seen from the town itself. The interesting little *Crosthwaite Church*, 1/2 M. from the centre of the town, beyond the bridge over the Greta, at the lower end of the main street, contains a monument to Southey (inscription by Wordsworth). On an eminence to the right, on this side the bridge, is *Greta Hall*, the home of Southey in 1803-43. Shelley also lived at Keswick for a time after his marriage.

Near Greta Hall are two *Lead Pencil Manufactories*, to which strangers are admitted. The process of pencil-making is interesting; but the famous Borrowdale plumbago is now scarce, and the quality of the pencils usually offered for sale is not of a high class. The *School of Industrial Arts*, near Greta Bridge, and the *School of Embroidery*, Main St., are interesting. — There is an interesting *Model of the Lake District* (3 in. to the mile) in the *Museum* (adm. 6*d.*) in Station Road, and two on a larger scale (6 in. to the mile) at Abraham's and Mayson's, on the way to the lake (adm. 6*d.*).

*Derwentwater (244 ft.), a lake 3 M. long, 1 M. wide, and 70 ft. deep at the deepest points, is perhaps the loveliest of the English lakes. Its compact form enables it to be taken in at one view. The picturesque variety of the steep wooded crags and green hills rising from its bank, and the grouping of its wooded islets are very beautiful. The best views of the lake include a fine mountain-back-

ground, with Skiddaw towering to the N. and Borrowdale opening to the S. The largest islands are *Derwent Isle* (with a house on it), *Lord Isle*, and *St. Herbert's Isle*; on the last is the ruined cell of a hermit of the 7th century. The 'Floating Island', which appears at intervals on the surface of the lake, consists of a mass of woods made buoyant by the escape of gas from decayed vegetable matter.

The lake may be surveyed from several admirable points of view near Keswick. Perhaps the best is ***Castle Head**, or *Castlet*, a small wooded height (530 ft.), ½ M. to the S. of the town, on the left side of the Borrowdale road (see below). We leave the road by a wicket-gate and follow a winding path to the summit, where we overlook the whole expanse of the lake. At the S. end is the fine entrance to Borrowdale, apparently blocked by the conical *Castle Crag*. To the right of Castle Crag, in the distance, are *Great End* and the *Scafell Pikes*. At the S.W. corner of Derwentwater itself rises *Maiden Moor*, sloping rapidly downwards (to the N.) to *Cat Bells*. Behind these we see parts of *Hindscarth* and *Robinson*, and a little to the right and still farther back, *High Stile*, *Red Pike*; and other fells enclosing Buttermere (p. 436). To the N. of the gap beyond Cat Bells rise *Causey Pike*, with its curious hump, and *Grisedale Pike*; then come the fells above *Bassenthwaite Lake*, which is itself seen at full length. To the N. is *Skiddaw*. The view to the E. is limited, but *Helvellyn* peeps over the high ground in front. The wooded heights on the E. side of the lake are *Wallow Crag* and *Falcon Crag*. — A closer view of the lake is obtained from the **Friar's Crag*, a small rocky promontory, with a memorial of Ruskin, jutting into the lake, about ¾ M. from the town. To reach it we diverge to the right from the Borrowdale road, opposite the Lake Hotel. — What Southey described as the best general view of Derwentwater is obtained near Applethwaite, about 2 M. to the N. of Keswick. We cross the Greta by the bridge mentioned at p. 433, turn to the right, cross the railway, and take the (¾ M.) lane to the right. Beyond (½ M.) *Ormathwaite* the lane bends round to the left and soon reaches (½ M.) *Applethwaite*. The point of view praised by Southey is between Applethwaite and (¾ M.) *Millbeck*.

*Circuit of Derwentwater by Road (10 M.; coach 2*s.* 6*d.*; carr. 15*s.*, driver's fee 2*s.* 6*d.*). The best plan is to begin with the E. bank and return on the other side. We leave Keswick by the street which diverges to the right (S.E.) behind the town-hall, and pass the *Church of St. John* and (½ M.) *Castle Head* (see above). For the next mile or so the road passes through the thickets at the base of *Wallow Crag* (see above), which is succeeded by the picturesque *Falcon Crag*. At a point about 2 M. from Keswick the road to *Watendlath* (p. 435) diverges to the left. Just beyond this is the lodge of Barrow House, where we may apply for permission to visit the *Barrow Falls* (about 125 ft. in total height; comparatively uninteresting), a digression to which takes a few minutes only.

Almost immediately after leaving Barrow we see in front of us, 1 M. off, the **Lodore Hotel* (R. 4*s.*, D. 4*s.* 6*d.*, pens. from 9*s.*), with the **Lodore Falls** in the gorge to the left. The falls (adm. 2*d.*) are romantically framed with tall wooded crags; but as there is usually more rock than water, Southey's jingling verses are responsible for a good deal of disappointment. Those who have time should make their way up the beck to the **High Lodore*, another fall about ½ M. farther up (more easily reached by a path from the Borrowdale Hotel). [A foot-

bridge over the Derwent, nearly opposite the Lodore Hotel, and a path leading to Manesty (see below) save pedestrians about ¾ M.] About ½ M. beyond the Lodore Hotel is the **Borrowdale Hotel* (R. or D. 3*s.* 6*d.*), conveniently situated for excursions in Borrowdale. At the (¾ M.) village of *Grange* we diverge to the right from the road through Borrowdale (see below) and cross the *Derwent*. We pass through the village, turn to the right, and ascend to (¾ M.) the farm of *Manesty*. Just beyond this the grass-grown old road diverges to the left, and as it affords better views than the modern road the pedestrian should follow it. The ridge to the left commands a good view of Newlands (p. 436). A lead-mine is passed on the right. At the end of the *Cat Bells* ridge, about 1¾ M. from Manesty, the two roads unite. About ¼ M. farther on our road is joined on the left by another road descending from *Skelgill*, and we turn sharply to the right, passing through a gate. Nearly opposite this gate, to the right, is a wicket, from which a footpath leads through the woods to Portinscale, rejoining the road ½ M. before reaching the village. After ½ M., at a finger-post, our road unites with that coming from Buttermere (comp. p. 436). 1¼ M. *Portinscale* (*Derwentwater Hotel, see p. 433; lodgings) is a small village, pleasantly situated near the lake. Portinscale is 1¼ M. from Keswick by road, but ½ M. is saved by a path diverging to the right beyond the bridge.

*From Keswick to Buttermere by Borrowdale and Honister Hause, returning by Newlands, a round of 22 M. Public conveyances make this round daily (fare 5*s.*, driver 1*s.*), starting about 10 a.m., allowing time to visit the principal objects of interest on the way and for luncheon at Buttermere, and reaching Keswick again about 6 p.m. This is, perhaps, the finest drive in the kingdom and should on no account be omitted. — The route as far as (4¼ M.) the entrance of Borrowdale has been described above. Instead of crossing the bridge at Grange we go straight on, and soon reach a (½ M.) slate-quarry, where a road diverging to the left ascends to (5 min.) the *Bowder Stone*. This is a huge mass of rock, estimated to weigh about 2000 tons, which has fallen from the neighbouring crags and settled in a wonderfully-balanced poise. The top of the stone (reached by a ladder; fee to cottager) affords an admirable view of the beautiful valley of **Borrowdale,** with the richly-tinted rocks at its entrance, the wooded *Castle Crag* opposite, and *Glaramara* (2560 ft.; due S.) and other summits forming its wider environment. Beyond the Bowder Stone the lane descends again to the highroad, which brings us to the (1¼ M.) village of **Rosthwaite** (**Scafell Hotel*, R. or D. 3*s.*; **Royal Oak*, unpretending), prettily situated in the middle of the valley.

Walkers to Rosthwaite should vary their return to Keswick by following the bridle-track to (2 M.) the hamlet and farm of *Watendlath*. The road thence to (5 M.) Keswick joins the above-described road near the Barrow Falls (comp. p. 434). This is an easy route, commanding exquisite views.

– Routes over the *Stake Pass* and *Sty Head Pass*, see pp. 437, 438.

Beyond Scarthwaite the road to the Stake Pass diverges to the left near the (½ M.) *Church*, and the path to the Sty Head Pass diverges on the same side ¾ M. farther on, near *Seatoller*, a hamlet with one or two lodging-houses. At Seatoller begins the steep and rough ascent to the (1½ M.) **Honister House** (1190 ft.). At the top of the pass we come in sight of the striking ***Honister Crag** (1760 ft.), which rises almost perpendicularly to the left. Its face is seamed with slate-quarries. The descent on the other side of the pass is very steep at first. Buttermere and Crummock Water come into view as we descend. The fells rising above them (named from left to right) are High Crag, High Stile, Red Pike, Mellbreak, and Robinson. At the foot of the pass is the (2½ M.) farm-house of *Gatesgarth*, whence we see the *Scarf Gap Pass*, ascending to the left of High Crag. Beyond Gatesgarth we skirt the N. bank of Buttermere, passing the mansion of *Hassness*, and reach (2 M.) the village of **Buttermere** (*Victoria, Fish, Buttermere*), where the coach stops for 3 hrs.

Buttermere (330 ft.), 1¼ M. long, ½ M. wide, and 94 ft. deep, is connected by a short stream with **Crummock Water** (320 ft.), ¾ M. to the S.W., which is 2¾ M. long, ½-¾ M. wide, and 144 ft. deep. The interval allowed by the coach is generally occupied with luncheon and a visit to **Scale Force**. This waterfall, 156 ft. in height, one of the finest in Lakeland, is in a glen on the S. side of Crummock Water. It may be reached by a footpath (about 2 M., often wet), crossing the stream between the lakes, but the usual route is to go by boat to the mouth of the glen (toll 1s. each, there and back) and walk thence to (¾ M.) the falls. From Scale Force good walkers may cross the fells to the W. to (1¾ M.) *Floutern Tarn* (1250 ft.; pronounced 'Flooten') and the (2¼ M.) *Angler's Inn* at the foot of *Loweswater* (see below). From Loweswater they may ascend *Upper Loweswater*, or the *Valley of the Lion*, and at the head of it follow either the *Scarf Gap Pass* to Buttermere on the left, or the *Black Sail Pass* to *Ennerdale Head* on the right (p. 489). Or they may proceed ahead to Wanlath Head over the *Pillar* or the *Steeple* (comp. p. 489).

Red Pike (2510 ft.), though not the highest peak in the neighbourhood, commands the best view. The ascent may be combined with a visit to Scale Force (2 hrs.), but the shortest route (1¼-1¾ hr.) is by the *Scarth Gap*, the stream flowing into the S.W. angle of Crummock Water. The descent may be made by *Bleaberry Tarn* and *Sour Milk Gill*, the stream descending to Buttermere. The characteristic feature of the view is the large number of lakes and tarns. The large lake to the W. is *Loweswater* (240 ft.), 2¼ M. long and ½-¾ M. broad. To the S.W. of Crummock Water is the lake called *Lowes Water*. — From Buttermere to *Ennerdale Head* and *Scarf Gap* or *Black Sail Passes* (5-6 hrs.), see p. 489.

The road to the N., skirting the bank of Crummock Water, leads to (10 M.) *Cockermouth* (p. 116). Our road leads to the E. from the village of Buttermere, and ascends to the top of (1¼ M.) *Buttermere Hause* (1100 ft.), between *Robinson* (2417 ft.) on the right and *Whiteless Pike* (2159 ft.) on the left. It then traverses the upland valley of *Newlands* and descends through the somewhat uninteresting valley of *Newlands*. 3¼ M. *Newlands Hotel* (R. 2s. 6d., B. 3s.), 1 M. *Stair*, ⅛ M. *Keswick* (1mm.). About ¼ M. farther on we join the road round Derwentwater, at the finger-post mentioned at p. 116.

Another route from Keswick to (11 M.) Buttermere leads by the Whinlatter Pass. The road leads to the W. from (1¼ M.) *Portinscale*

(p. 435) to (1½ M.) *Braithwaite* (inns), beyond which the ascent to the top of the (2 M.) **Whinlatter Pass** (1040 ft.; *Inn*) begins. About 1¼ M. farther on we diverge to the left from the road to Cockermouth (p. 415) and proceed, past (2 M.) *Swinside*, to (3 M.) the *Scale Hill Hotel*, ¼ M. from the foot of Crummock Water (p. 436). For walkers the distance hence to Buttermere village, by the road skirting the E. bank of Crummock Water, is about 3½ M. From the Scale Hill Hotel we may go on by *Lowes Water* to *Lamplugh* or to (11 M.) *Ennerdale Water* (Angler's Inn). [The distance from Scale Hill to the Angler's Inn by the path via Floutern Tarn (p. 436) is only 6 M.]

A fine route from Keswick to Buttermere, with splendid views, is afforded by the Mountain Walk (6-7 hrs.) over *Cat Bells* (p 435), *Maiden Moor*, *Dale Head*, and *Robinson* (p. 436).

From Keswick to Thirlmere by the Druids' Circle and Vale of St. John (7½ M.). We leave Keswick by the Penrith road, diverging to the right from the road to the station, and cross the railway twice, first passing under it and then over it. We then take the second turning to the right, and after about ½ M. (1 M. from Keswick) pass a lane on the right, just beyond which is a stile leading into the field with the *Druidical Stones*. Of these there are about forty, arranged in an irregular circle; the largest are about 7½ ft. high. The old Penrith road joins the new one ½ M. beyond the Druid Circle, just before it crosses the *Naddle Beck*. About ⅓ M. farther on our road diverges to the right from the Penrith road, crosses (1 M.) *Wanthwaite Bridge*, and reaches the main road through the pretty **Vale of St. John**, ascending on the E. side of the *St. John's Beck*. To the left are the *Wanthwaite Crags*. At the head of the vale rises the *Castle Rock* (p. 425). *Thirlspot* (p. 425) is 4½ M. from the bridge. *Thirlmere*, see p. 425. — Public conveyances make the round of Thirlmere (20 M.) by this route.

From Keswick to Dungeon Gill by the Stake Pass (4½-5 hrs.; pony and guide from Rosthwaite 15s.). Driving is practicable as far as (6½ M.) *Rosthwaite*, see p. 435. Near the church, ½ M. beyond Rosthwaite, we diverge to the left from the Buttermere road and proceed to (⅓ M.) *Stonethwaite*, both before and after which we may take several short-cuts through the fields (to the left of the road). About ¾ M. beyond Stonethwaite we turn to the right, and ascend along the left bank of the *Langstrath Beck*. After 1½ M. more we cross the beck by a foot-bridge, and follow a rough path on the right bank. After crossing a tributary, ¾ M. farther on, we leave the Langstrath Beck, the valley of which here bends to the right, and ascend in zigzags, in the direction we have hitherto been following, to (¾ M.) the top of the **Stake Pass** (1581 ft.), between Stickle Pike (p. 427) on the left and *Rossett Crag* on the right. We now cross a bleak upland plateau for about 1 M., and then descend, along the right side of the beck flowing through *Mickleden*, to (2½ M.) *Old Dungeon Gill Hotel* (see p. 423). To *Ambleside*, see p. 425.

From Keswick to Patterdale by the Sticks Pass, 11 M. (driving practicable for 5 M.). We follow the Ambleside road (see

pp. 425, 424) for about 5 M., to the point where it is joined by the road through the Vale of St. John (p. 425). We follow the latter for a few yards, and then diverge to the right through a gate. The track passes the farm of *Stanah*, crosses a beck a little way beyond it, and ascends to the left in zigzags. The top of the **Sticks Pass** (2450 ft.), marked by sticks inserted in the ground, forms part of the ridge of Helvellyn. Good retrospect of Skiddaw, the Buttermere fells, Scafell, etc. In front, Ullswater now comes into sight. In descending we pass the *Greenside Reservoir* and *Lead Mine*, and join the Glenridding ascent of Helvellyn at the *Greenside Smelting Mill*. Hence to Patterdale, see p. 432.

Good walkers in fine weather will do better to go from Keswick to Patterdale (5-6 hrs.) viâ the top of Helvellyn, beginning the ascent proper at (5½ M.) *Thirlspot* or at (8 M.) *Wythburn*, to both of which driving is practicable (see p. 425). For the ascent and descent sufficient directions will be found at pp. 440, 432). Others may prefer the more level approach viâ Troutbeck (see below).

From Keswick to Patterdale viâ Troutbeck, 17 M., by railway and coach (through-tickets 4*s.* 2*d.*, 3*s.* 6*d.*, 3*s.* 2*d.*; return 6*s.* 3*d.*, 5*s.* 3*d.*). Those who wish to drive the whole way must take this route. — Railway from Keswick to (8½ M.) *Troutbeck* (not to be confounded with *Troutbeck* near Windermere), see p. 414. The first part of the route from Troutbeck to Ullswater is dreary. The road leads due S. from the station, and ascends to its culminating point (ca. 1100 ft.), to the W. (right) of the rounded *Mell Fell* (1760 ft.). We then descend to (2¾ M. from Troutbeck) *Matterdale End*, at the church of which, ¾ M. beyond the village, a road to the left leads to *Greystoke*. At (½ M.) *Dockray* (Royal Hotel, plain), where the scenery improves, our road is joined on the right by a cart-track crossing the fells from Wanthwaite (see p. 437). [Walkers should leave the road here and descend on the left side of the beck, through *Gowbarrow Park* (p. 431) to *High Force* and *Aira Force*, going on thence to *Patterdale*, see p. 431.]

From Dockray we descend between *Gowbarrow Fell* and *Park* on the left and the finely-wooded *Glencoin* on the right, and soon obtain a fine *View of the head of *Ullswater*, with Place Fell, St. Sunday's Crag, etc. We reach the bank of the lake 1¾ M. beyond Dockray. Thence to (1¾ M.) *Ullswater Hotel* and (1 M.) *Patterdale*, see p. 431.

From Keswick to Wasdale Head by the Sty Head Pass, 14 M. (5-6 hrs.). Driving is practicable to (9 M.) *Seathwaite*, and ponies can go the whole way (pony and guide from Rosthwaite 15*s.*). From Keswick to (7½ M.) *Seatoller*, see pp. 435, 436. Just before Seatoller we pass through a gate to the left and follow a lane, which skirts the *Derwent*, first on the left and then on the right bank.

By diverging to the right, before crossing the (¾ M.) bridge, we may visit Wordsworth's 'fraternal four of Borrowdale' (a group of yews), and follow the path on the same side, past the *Plumbago Mine*, to Seathwaite.

About ¾ M. beyond the bridge we reach the hamlet of *Seathwaite*, said to be the rainiest inhabited place in England, the annual rainfall averaging 150 inches. The *Plumbago Mine*, which formerly produced admirable lead for pencils (comp. p. 433), is exhausted. The cart-track ceases at Seathwaite, and we follow the path on the right bank of the stream. At the head of the valley *Great End* (p. 439) raises its perpendicular front; to the left rises *Glaramara* (2560 ft.), and to the right *Base Brown* (2120 ft.).

At (1 M.) *Stockley Bridge* we cross the Derwent, pass through a gate, and ascend to the W. towards *Taylor's Gill Force*. After passing the fall we bend to the left, following the course of the beck, cross the stream, and reach the solitary ($1^1/_4$ M.) *Sty Head Tarn* (1430 ft.), situated amidst scenery of the wildest description. To the right are *Green Gable* and *Great Gable* (2949 ft.); in front *Lingmell* (2649 ft.), *Great End* (2984 ft.), and *Scafell Pike* (3210 ft.). A few yards beyond the tarn the track leading past *Sprinkling Tarn* (1960 ft.) and over *Esk Hause* (2370 ft.) to Dungeon Gill diverges to the left (comp. p. 427). Our path goes straight on, and very soon reaches the top of the **Sty Head Pass** (1600 ft.), where the green valley of *Wasdale* comes in sight below us. Wast Water is concealed by Lingmell. The descent is very steep and stony. (Those who have time and strength to spare may diverge to the left, visit *Greta Fall* and the romantic gorge of *Piers Gill*, and rejoin the regular track at the foot of the pass.) From ($1^3/_4$ M.) *Burnthwaite Farm* a cart-track leads to the church, and a field-path to the right to ($^1/_2$ M.) *Wastwater Hotel* (p. 441).

From Keswick (or Buttermere) to Wasdale Head by Scarf Gap and Black Sail Passes (road to Gatesgarth; bridle-path thence $2^1/_2$-$3^1/_2$ hrs.). Pony and guide from Buttermere about 15*s*. From Keswick to *Gatesgarth*, either viâ Honister Hause or viâ Newlands, see pp. 435, 436. At Gatesgarth our route diverges to the S. from the road, passes through a gate, crosses ($^1/_4$ M.) a foot-bridge over a beck, and begins to ascend. In about $^1/_2$ hr. we reach the top of **Scarf Gap** (1400 ft.), between *High Crag* (2443 ft.) on the right and *Haystacks* (1750 ft.) on the left. Fine retrospect of Buttermere. In front rises *Kirk Fell* (2631 ft.), with *Great Gable* (see above) to its left and the *Pillar* to the right. On the slope of the latter rises the lofty *Pillar Rock*, the ascent of which is dangerous except for very expert cragsmen. We now descend into the lonely upper part of *Ennerdale*, through which flows the *Liza*. On reaching the ($^1/_4$ hr.) floor of the valley, the path ascends along the right bank of the stream for about $^1/_2$ M., and then crosses it by a small foot-bridge (guide-posts). It then ascends again, skirting a small mountain-torrent, to ($^1/_2$ hr.) ***Black Sail Pass** (1750 ft.), the depression between Kirk Fell on the left and the Pillar on the right. [A mistake is sometimes made here, as the traveller is apt to believe that the Black Sail Pass must lead through the more inviting depression to the left of Kirk Fell, between it and Great Gable. We must, therefore, take care to keep to the right of Kirk Fell.] The scenery here is very wild and sombre. Looking back, we see (from right to left) Great Gable, Green Gable, Brandreth, Haystacks, and High Crag, with Fleetwith Pike rising behind Haystacks, and Robinson and Grasmoor in the distance. In front lies *Mosedale*, with *Red Pike* (2629 ft.; not to be confounded with the Red Pike at Buttermere) to the right and *Yewbarrow* (2058 ft.) to the left.

In descending we bear to the left and obtain a sudden *View of Scafell (p. 441). The fell to the S.W. of the Pillar is called the *Steeple* (2746 ft.). *Wasdale Head* and *Wast Water*, see p. 411.

These two routes may be combined in one day's excursion from Keswick by an early start. The walking may be reduced to 4½ hrs. by driving to Braithwaite and ordering the carriage to wait at Gatesgarth; or the traveller may hire a pony (see p. 480) and avoid walking altogether. — Those who wish to go from Keswick to Wast Water without the fatigue of crossing any of the passes may drive viâ *Braithwaite*, *Whinlatter Pass*, *Scale Hill Hotel* (p. 431), *Lamplugh*, *Egremont*, and *Calder Bridge*, to (34 M.) *Strands* (p. 441), situated near the foot of the lake, 6 M. from Wasdale Head. About 1 M. to the S. of Calder Bridge are the ruins of *Calder Abbey* (12th cent.).

Mountain Ascents from Keswick. — Skiddaw (3054 ft.), the fourth highest summit in the Lake District, is probably the easiest mountain of its size to ascend in England (up and down 4½ hrs.). Ponies (6s.) can go all the way to the top; guide, unnecessary, 6s. We pass below the railway, either at the station (subway, closed on Sun.) or a little to the S. of it, and then take the (¼ M.) second turning to the right (*Spooney Green Lane*; numerous guide-posts). This lane by and by turns to the right round the N. side of *Latrigg* (see below), a spur of Skiddaw, and passes through a (¼ M.) gate into a road coming from Applethwaite. About 50 yds. farther on, this road ends at another gate, through which we pass on to the open fell. We then ascend to the left along a wall, through which we pass by a gate near a (¾ M.) former refreshment hut. The ascent hence to (½ M.) another hut is the steepest part of the climb (fine retrospects). Beyond the second hut the track bends slightly to the left and soon becomes almost level. It keeps a little to the right of the top of the *Low Man* (2837 ft.), the S. buttress of the summit ridge, which commands a better, because nearer, view of Lakeland than the 'High Man'. The distance hence to the top is about 1 M. The view to the S. includes a great part of the Lake District, but the fells are too distant to be seen to advantage. The Coniston Old Man is visible in the distance, and Helvellyn is conspicuous to the S.E. Immediately to the E., between Skiddaw and Blencathara, is the wild moorland tract called *Skiddaw Forest*. On the N. the view extends to the Solway Firth and the mountains of Kirkcudbright and Dumfries. To the W. is the sea. The descent is usually made by the same route, but those who wish variety may descend by the N.W. side to *High Side*, 5½ M. from Keswick and 4 M. from Bassenthwaite Lake Station (p. 415). Another descent leads by the *Carl Side* (2400 ft.) to *Millbeck* (p. 431). The ascent of Blencathara or Saddleback (2847 ft.), with its fine 'Sharp Edge', is in many respects preferable to that of Skiddaw, though it is less easily accessible. The direct ascent and descent from the village of (6½ M.) *Threlkeld* (see p. 415) take 8½-4 hrs., but perhaps the best plan is to ascend by Scales Fell and follow the ridge of the mountain from E. to W. (a round from Threlkeld of 4½ hrs.; *Views). The top of Helvellyn (3118 ft.) may be reached from Keswick either viâ (5½ M.) *Thirlspot* (p. 425) or by (8 M.) *Wythburn* (p. 425). The actual ascent takes in the first case 1¾-2¾ hrs., in the second 1¼-1¾ hr. (pony and guide 10s.). At Thirlspot the pony track, which can scarcely be missed, begins near the King's Head Inn and leads at first in a N.E. direction. Just before reaching *Fisher Gill* it turns to the right and ascends straight towards the summit. In about 1½ hr. we reach the summit ridge, where the pony track from Glenridding (p. 432) joins ours on the left. In ¼ hr. more we surmount the '*Low Man*' (3033 ft.), which is about 10 min. from the '*High Man*', or summit. The Wythburn ascent is the shortest and steepest. The bridle-path, also easily traced, leaves the road opposite the inn and ascends along the right bank of a small beck. Farther up, it bends to the left, and about ½ M. from the top it unites with the route from Grasmere (p. 428). View, see p. 428; descent to Patterdale, see p. 432. Among the smaller hills near Keswick *Latrigg* (1203 ft.; see above), *Walla Crag* (890 ft.; near Portinscale), and *Ouse Bells* (1482 ft.; p. 435) are the best points of view. The ascents

of *High Seat* (1996 ft.; from the Watendlath road) and *Glaramara* (2560 ft.; from Rosthwaite) are more fatiguing. — Active walkers will find the ascent of **Great Gable** (2949 ft.) one of the most repaying in the district. The view from the top is very fine, including Wast Water, Scafell and Scafell Pikes, Skiddaw, and Helvellyn. The ascent may be made either from the Sty Head Pass (p. 439; 3/4-1 hr.) or from the Honister Pass (p. 436; 2-3 hrs.) viâ *Grey Knotts* (2287 ft.), *Brandreth* (2344 ft.), and *Green Gable* (2474 ft.). The descent may be made by Sty Head to Wasdale Head (see below).

Among other excursions from Keswick may be mentioned the *Walk to (5 M.) *Watendlath* (p. 435; charming views), returning viâ (2 M.) *Rosthwaite* and *Borrowdale* (in all 13 1/2 M.). — The easy way to visit Bassenthwaite Lake (226 ft.) is to take the train to (7 1/2 M.) Bassenthwaite Lake station (p. 415) and hire a boat at the Pheasant Inn. The scenery of the lake, which is 4 M. long and 3/4 M. broad, is rather tame.

From Keswick to *Thirlmere*, *Grasmere*, *Ambleside*, and *Windermere* by coach or motor-car, see p. 424; to *Grasmere* viâ *Watendlath*, see p. 426.

d. Wast Water and Scafell Section.

***Wast Water** (200 ft.), 3 M. long and 1/2 M. wide, is the deepest lake in the district, attaining a maximum depth of 258 ft. The scenery around it is wild and imposing. The head of the lake is enclosed by finely grouped mountains, including *Scafell*, *Lingmell*, *Great Gable*, *Kirk Fell*, and *Yewbarrow*. On the S.E. side of the lake the imposing cliffs of the *Screes*, culminating in *Illgill Head* (1978 ft.), rise almost sheer from the water's edge. The bank at the lower end of the lake is richly wooded.

Wasdale Head (Wastwater Hotel, R. 3*s.* 6*d.*, D. 3*s.*; Row Head and Burnthwaite Lodging Houses, R. 1*s.* 6*d.*-2*s.*) is a deep and romantic hollow, surrounded by lofty mountains, about 1 M. from the lake. Ponies and guides may be obtained here for numerous excursions, including the ascent of Scafell Pike (p. 442). — As the lake is not seen to advantage here, the traveller should visit its lower end, in order to enjoy the view of the grand mountain-amphitheatre at its head.

The best plan is, perhaps, to hire a boat, and go all the way by water (1*s.* per hr.; with boatman 2*s.* 6*d.* per hr.; to the foot of the lake and back 5*s.*). There is a road along the W. bank, and even the most hurried travellers should drive as far as *Bowderdale*, 1 M. from the head of the lake. Those who do not mind a little rough walking may make the round of the lake on foot, following the ridge (not the base) of the Screes. There are two small inns at *Strands* (p. 442), a small village 1 M. from the S. end of the lake.

The E. side of the Wasdale valley is bounded by the huge **Scafell** or **Scawfell Group**, including its four principal summits: *Scafell Pike* (3210 ft.), *Scafell* (3162 ft.), *Great End* (2984 ft.), and *Lingmell* (2649 ft.). The first of these is the highest mountain in England, though surpassed by several peaks in Scotland and Wales, and is best ascended from Wasdale Head. Unlike that of Skiddaw, the ascent offers some genuine climbing; and though the ordinary routes are free from danger in good weather, it is better in doubtful weather not to attempt the ascent alone (pony and guide 15*s.*). Ponies go to within 1/2 hr. of the top.

Ascent of **Scafell Pike**, 2-2½ hrs. The ordinary and easiest route from Wasdale Head ascends along the S. side of *Lingmell Gill*, which we reach by descending Wasdale for about 1 M. (to a point near Wast Water) and then turning to the left. We follow up the course of the stream for about ½ hr., and where it forks go straight up the green space between the arms. About 10 min. higher up, on more level ground, we bend to the left towards *Lingmell*, but turn again to the right, near a wall. The last part of the route is marked by cairns. Throughout this ascent Scafell, to the right, is more prominent than Scafell Pike. — A finer but steeper route leads viâ Lingmell Beck and Pier's Gill. We proceed towards the N. to (½ M.) *Burnthwaite*, and then to the N.E. through the valley between *Great Gable* and *Lingmell*, with *Lingmell Beck* to the right. After about 10 min. the pony-track to the Sty Head Pass (p. 439) diverges to the left, and in ¼ hr. more we turn sharply to the right and ascend to the left of *Pier's Gill*. The path joins the one above described in the hollow between Lingmell and Scafell Pike. (The pony-track goes on to *Esk Hause* and then turns to the right.) — Scafell is ascended also from *Dungeon Gill* (p. 427; 3-4 hrs.; route marked by cairns), from *Rosthwaite* (p. 435; 3-4 hrs.; cairns; pony and guide 15*s*.), and from *Boot* (p. 417; 3-4 hrs.). — The **View* from the top is extensive and wild. It includes Skiddaw to the N., Helvellyn to the N.E., High Street to the E., a bit of Windermere and Ingleborough (p. 447; in the distance) to the S.E., the Coniston Hills to the S., and the Isle of Man and the sea to the S.W. and W. The view from *Great End*, the N.E. limb of the Scafell group, easily reached from the top of Scafell Pike in ¾ hr., is still finer. The top of *Scafell*, to the S., is somewhat less easy of approach, and the view it commands does not differ enough from that above described to repay the trouble. Expert cragsmen will find abundant opportunity to test their skill in the gullies on the N. and W. sides.

From Strands (p. 441) roads lead westward to the railway-stations (p. 418) of (7 M.) *Drigg* (Victoria Inn) and (8 M.) **Seascale** (*Scawfell Hotel*, R. 3-4*s*., B. 2*s*. 6*d*., D. 3*s*.), that to the latter passing *Gosforth*, with an early *Cross*, 14 ft. high. Coaches run from Seascale to Wasdale Head (4*s*.) and to Ennerdale (4*s*.). — *Boot* (see p. 417), in *Eskdale*, is reached from Wasdale Head by a pony-track (6 M.) leading past *Burnmoor Tarn* (830 ft.), between Scafell on the left and *Illgill Head* (p. 441) on the right. In *Stanley Gill*, about 1 M. to the S. of Boot, is ***Dalegarth Force** (60 ft. high), which is, perhaps, the finest waterfall in the Lake District (key at *Dalegarth Hall*, a quaint old farm-house). At the mouth of the gill, near Beckfoot (p. 417), is the *Stanley Ghyll Hotel*. From Boot we may go on by the Hardknott Pass (Roman Camp, p. 423) and the Wrynose Pass to Ambleside (comp. p. 427), or we may descend the valley (narrow-gauge railway, but comp. p. 417) to Ravenglass (p. 417).

From Wasdale Head to *Keswick* by the *Sty Head Pass* or the *Black Sail Pass*, see p. 439.

50. From London to Sheffield, Leeds, and Carlisle.

308 M. Midland Railway in 6¼-10½ hrs. (fares 40*s*. 6*d*., 24*s*. 2½*d*.). — For the sections composing the *L.N.W. Route* from London to Carlisle (299 M., in 6-9 hrs.; fares 40*s*. 6*d*., 26*s*. 8*d*., 24*s*. 2½*d*.), see RR. 36, 44a, 47. — Sheffield may be reached in 3 hrs. also by the *Great Central Railway* (R. 44c) or by the *Great Northern Railway* (R. 44d); fares 20*s*. 11*d*., 13*s*. 1*d*.

From London (St. Pancras) to (119 M.) *Trent Junction*, see R. 44b. — The line follows the valley of the *Erewash*, now disfigured

with iron-works. At (125 M.) *Trowell Junction* we join the alternative Midland Railway main line to the N., coming in from Kettering and Nottingham (comp. p. 381). — 126 M. *Ilkeston Junction*, for a short branch-line to *Ilkeston* (Rutland). Beyond (130 M.) *Langley Mill*, to the left, are the ruins of *Codnor Castle;* and beyond (139 M.) *Doe Hill* we see *Hardwick Hall* (p. 409) to the right.

146 M. **Chesterfield** *(Portland*, well spoken of, R. from 3*s.* 6*d.*; *Station*, near Midland & G. C. R. stations; *Angel; Rutland; Park Temperance; Rail. Rfmt. Rooms)*, a busy manufacturing town with 27,185 inhabitants. The curious twist of the spire of the *Parish Church* (14-15th cent.) is probably due to the warping of the woodwork below the leaden casing; local legend ascribes it to the devil. *George Stephenson* (d. 1848) is buried in *Trinity Church*. The *Stephenson Memorial Hall* contains an engineering museum and a library.

About 7 M. to the S.E. of Chesterfield is *Hardwick Hall* (see p. 409), and 6 M. to the E. is *Bolsover Castle* (p. 411).

Chesterfield may also be made the starting-point of a visit to the *Peak* (R. 45); it is 11-13 M. from Haddon and Chatsworth.

From Chesterfield through *Sherwood Forest* to *Lincoln*, see p. 411.

Beyond Chesterfield the loop-line by which some of the Scottish express trains run diverges to the right, rejoining our line at Masborough. — 153½ M. *Dore & Totley*, junction of the Dore & Chinley line (p. 406) to Buxton. 154 M. *Beauchief* (p. 406).

158½ M. **Sheffield** *(Rail. Rfmt. Rooms)*, see p. 386.

The line now descends the valley of the *Don*. — 163 M. *Masborough* (Prince of Wales) forms part of **Rotherham** *(Crown; Ship)*, a smoky iron-working town to the right, with (1901) 54,348 inhabitants. **All Saints' Church* is a good Perp. edifice. Rotherham is connected with Sheffield by tramway, see pp. 386, 387.

An omnibus runs thrice a week from Masborough to (15 M.) *Bawtry* (p. 451), viâ (8 M.) *Maltby*, 1½ M. to the S. of which is **Roche Abbey**, a Cistercian foundation of 1147 and an offshoot of Fountains Abbey (p. 474). The scanty ruins are well-kept and picturesquely situated. Close by is *Sandbeck Park*, seat of the Earl of Scarbrough.

About 3 M. to the W. of (164 M.) *Park Gate & Rawmarsh* is *Wentworth Woodhouse*, the seat of Earl Fitzwilliam (occasionally shown by special permission), with portraits by Van Dyck, Reynolds, and others.

From (167 M.) *Swinton* branch-lines diverge to Doncaster (p. 451) and to Pontefract and York (p. 452). At (176 M.) *Cudworth* the *Hull and Barnsley Railway* (p. 477) diverges. — 181 M. *Sandal & Walton* is the junction for (3 M.) **Wakefield** *(*Bull*, R. from 3*s.* 6*d.*, D. 2*s.*-4*s.* 6*d.*; *Strafford Arms; Royal; Rail. Rfmt. Rooms)*, the capital of the West Riding of Yorkshire, with 41,544 inhab., a brisk trade in grain, wool, and cattle, and numerous mills and manufactories. The handsome **Parish Church* (14-15th cent.), with its lofty crocketed spire, is now the cathedral of the bishopric of Wakefield, established in 1888. The retro-choir was added in 1902. The *Chantry* on the bridge over the Calder, founded under Edward III. and erroneously said to have been re-erected by Edward IV. as a

place of prayer for the soul of his father, Richard, Duke of York, who fell in the battle of Wakefield (1460), was entirely rebuilt in 1847. A monument on the battlefield, near Sandal (p. 443), 1½ M. to the S. of the bridge, marks the spot where Richard is believed to have fallen. — From (185 M.) **Normanton** (*Station Hotel; Rail. Rfmt. Rooms*) lines radiate to York, Goole, Dewsbury, etc.

196 M. **Leeds.** — **Hotels.** *Queen's (Pl. a; C, 3), at the Midland Station, R. 4s., B. 3s., D. 5s.; Great Northern (Pl. b; B, 3), at the Central Station, R. 4s., D. 5s.; *Métropole (Pl. c; B, 3), King St., R. from 4s., D. 5s.; Griffin (Pl. d; C, 3), Hôtel de Ville, commercial; Grand Central (Pl. e; C, 3), Briggate, R. 4s. 6d., D. 3s. 6d.; Victoria (Pl. f; B, 2), Great George St.; Trevelyan Temperance, Boar Lane, R. 3s. — **Restaurants.** At the *Queen's*, *Great Northern*, *Métropole*, and *Grand Central* hotels (see above); *Powolny's Restaurant*, 4 Bond St.; *Refreshment Rooms* at the stations.

Railway Stations. *Wellington* (Midland Railway), *New Station* (L. N. W. and N. E. R.), and *Central Station* (G. N. R. and L. & Y. R.) are situated beside each other in the S.W. part of the town (Pl. C, B, 3).

Cabs. Per mile 1s., each addit. ¼ M. 3d.; per ¼ hr. 1s., each addit. ¼ hr. 6d. — **Electric Tramways** traverse the chief streets and radiate to various suburban points. There is also direct tramway connection with *Bradford* (Stanningley route), *Wakefield* (Hunslet route), and *Rawdon*, *Yeadon*, and *Guiseley* (Horsforth route).

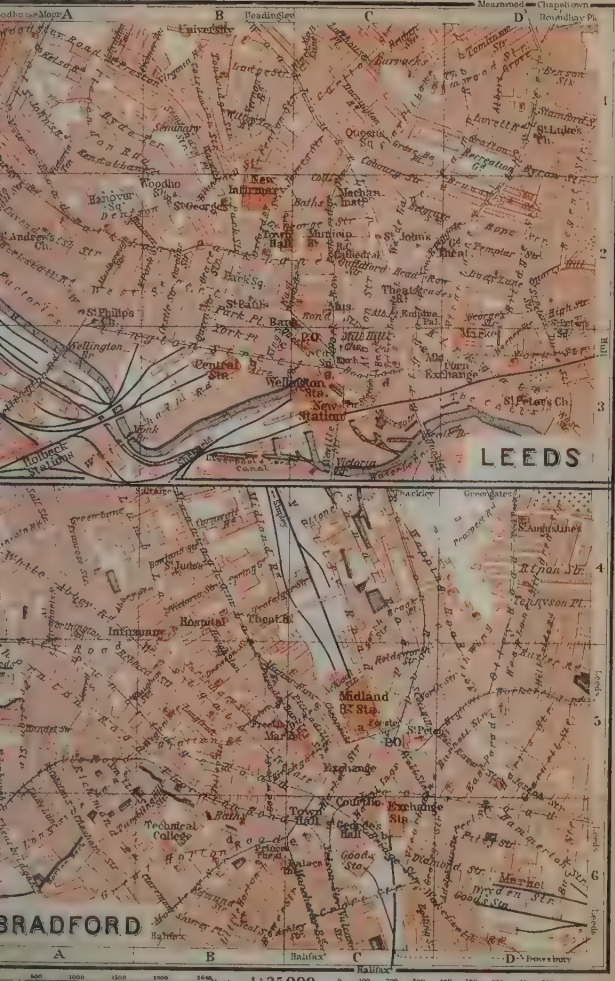
Post Office (Pl. C, 3), City Square.

Theatres. *Grand* (Pl. C, D, 2), New Briggate; *Royal* (Pl. C, 2), Land's Lane; *Queen's*, Meadow Road; *Empire Palace* (Pl. C, 2; varieties), Briggate.

American Consul, *Benj. F. Chase*, 11 Bank St.; vice consul, *C. E. Taylor.*

Leeds, the great centre of the cloth-industry, the first city in Yorkshire, and the fifth in England, with (1901) 428,953 inhab., is situated on the *Aire*. It offers little to detain the tourist, except a visit to some of its huge factories (introduction necessary). The chief streets are the *Briggate*, with the finest shops, *New Briggate*, *Boar Lane*, *Bond St.*, *Park Row* (with many handsome modern buildings), and *Wellington Street*, with the largest warehouses. Several of these diverge from City Square (Pl. C, 3), an irregular open space, embellished with a spirited bronze *Equestrian Statue of the Black Prince* (by T. Brock) and statues of *James Watt*, *John Harrison*, *Dean Hook*, and *Dr. Priestley*.

The **Town Hall** (Pl. B, C, 2) in Park Lane, is a large and ambitious but somewhat begrimed structure in the Palladian style, with a Corinthian colonnade and a lofty clock-tower. Organ-recitals are given in the great hall on Tues. (3 p.m.) and Sat. (7.30 p.m.). In front of the Town Hall are statues of *Wellington* (by Marochetti), *Sir Robert Peel*, and *Queen Victoria* (by Frampton). In the adjacent *Municipal Offices* is the *City Art Gallery*, with some good modern paintings (open free, 10-9). — The *Museum* (Pl. C, 2) of the Philosophical Society (open 10 to 4 or 6; adm. 1d.), in Park Row, contains antiquarian, zoological, and geological collections, the most important feature of which is the Savilian collection of antiquities from Lanuvium. The *Post Office* (Pl. C, 3), the *Exchange* (Pl. C, 3), the *Grand Theatre* (Pl. C, D, 2), the *Yorkshire Penny Bank* (Pl. B, C, 2, 3), the *Infirmary* (Pl. B, 2), and the *Leeds Institute* (Pl. C, 2).


Meanwood
Chapeltown
Roundhay Pk.
Woodhouse Moor
University
Headingley
Barracks
Seminary
Queens Sq.
St. Luke's Ch.
Hanover Sq.
Woodhouse Sq.
New Infirmary
St. George's
Mechan. Instit.
Andrew's Ch.
Town Hall
Cathedral
St. John's Ch.
Park Sq.
St. Paul's
Theatre
Rutland
St. Philip's Ch.
Wellington
York Pl. Bapt.
P.O.
Mill Hill
Old Corn Exchange
Central Sta.
Wellington Sts.
New Station
St. Peter's Ch.
Holbeck Station
Victoria
LEEDS
Hospital
Theatre
Infirmary
Midland R. Sta.
Market
P.O.
Exchange
Council House
Exchange Sts.
Town Hall
Technical College
Baths
Palace
Goods Sta.
Mansion
Goods Sta.
BRADFORD
Halifax
Halifax
Kirkstall Rd.
Woodhouse Moor
Woodhouse Lane
Park Row
Park Place
Park Square West
Park Square East
Wellington Street
Wellington Bridge
Wellington Place
Wellington Road
Whitehall Road
Whitehall Quay
Whitehall Road
Whitehall Road
Whitehall Road

are also among the most prominent buildings. Most of the large *Factories* are near the river. At the *Red House*, in Guildford St. (Pl. C, 2), Charles I. was confined for a few days while being led captive to London. **Leeds University** (Pl. B, 1), at Beech Grove, received its charter in 1904; it was formerly a member of Victoria University (p. 361) under the name of the *Yorkshire College*.

The church of *St. John's* (Pl. C, 2) at the top of Briggate, consecrated in 1634, is the oldest in Leeds (entr. from the lane on the S. side). Its *Interior, with the original oaken fittings, is interesting; the great screen is one of the finest Renaissance works of the kind in England. — *St. Peter's* (Pl. D, 3), the parish church, in Kirkgate, contains some 15th cent. brasses, an ancient Saxon Cross, and the tomb of Dean Hook (vicar 1837-59). — *Mill Hill Chapel* (Pl. C, 3), of which Dr. Priestley (p. 444) was minister for seven years, was founded in 1672 and rebuilt in 1849.

The chief lungs of the town are *Woodhouse Moor*, to the N., and **Roundhay Park* (775 acres; electric tramway 2*d.*), to the N.E., the latter with two lakes and a manor-house (refreshment rooms).

About 3½ M. to the N.W. of Leeds, in the valley of the Aire, reached either by electric tramway (25 min.; fare 2*d.*) or railway (see p. 446), are the ruins of Kirkstall Abbey (adm. free, 9 a.m. till dusk), second to Fountains (p. 474) alone among Yorkshire abbeys in extent and preservation. The abbey, a Cistercian house, was founded in the 12th cent., and most of the remains are in the late-Norman style. The tower is Perpendicular. The abbey now belongs to the town of Leeds. *Wardell's* 'Guide to Kirkstall Abbey' (price 3*d.*; with plan) may be obtained in the old Granary, where a few interesting relics are shown. — Excursions may be made also to (4½ M.) *Temple Newsam*, the birthplace of Lord Darnley (good pictures); to *Knowsthorpe Old Hall*, 1½ M. to the E. (picturesque gateway); to *Harewood House* (p. 472); and to the interesting, partly Norman church at *Adel*, (2 M.) *Headingley* (electric tramway) is 29 ft. in girth.

From Leeds to Bradford and Halifax, 17½ M., G. N. Railway in ¾-1½ hr. (fares 2*s.* 1*d.*, 1*s.* 6*d.*, 1*s.* 4*d.*). [Halifax is reached more directly by the L. & Y. R. in 25-50 min. (same fares).]

9 M. Bradford. — Hotels. *Midland* (Pl. a; C, 5). R. 4*s.*, D. 5*s.*; *Victoria* (Pl. b; C, 6), R. or D. 4*s.*; *Talbot* (Pl. c; C, 5); *Alexandra* (Pl. d; B, 6), R. from 3*s.*; *Imperial* (Pl. e; C, 6), R. 3*s.*, D. 2*s.* 6*d.* — *Rail. Rfmt. Rooms.* — *Midland Station* (Pl. C, 5); *Exchange Station* (Pl. C, 6), for the G. N. and L. & Y. R. — *Theatre Royal* (Pl. B, 4); *Prince's Theatre* (Pl. B, C, 6). — *Post Office* (Pl. C, 5), Forster Square. — American Consul, *Augustus E. Ingram.*

Bradford (292,100 inhab. in 1908), the headquarters of the worsted manufacture, contains a well-equipped *Technical College* (Pl. B, 6), the *United Yorkshire Independent College*, formed in 1888 by the union of colleges at Rotherham and Airedale, the *Cartwright Memorial Art Gallery & Museum* (both to the N.W.), a *Free Public Library* (Pl. C, 5), and statues of *Sir Robert Peel*, *Sir Titus Salt* (p. 446), and the *Hon. W. E. Forster*, *M. P.* It has twenty-four public parks and recreation-grounds. The façade of the imposing *Town Hall* (Pl. C, 6) is embellished with statues of English sovereigns from the Conquest downwards; and the *Exchange* (Pl. C, 5) contains a statue of *Richard Cobden*. — 17½ M. Halifax (*White Swan: Old Cock; Maude's Temperance*, R. 2*s.*; *Rail. Rfmt. Rooms*), with (1901) 104,933 inhab., is another important centre of the woollen cloth and cotton industry, with a handsome town-hall and a Perp. church. The old pillory and stocks are still preserved. Defoe wrote part of 'Robinson Crusoe' in the Rose & Crown Inn, Back Lane.

From Leeds to Selby (p. 451), 21 M., railway in 1/2-1 hr. (fares 2*s*. 10*d*., 1*s*. 8½*d*.), to York (p. 452), 25½ M., railway in 1/2-1 hr. (fares 3*s*. 6*d*., 2*s*. 1½*d*.). The lines diverge at (9¾ M.) *Micklefield*.

From Leeds to *Harrogate*, *Ripon*, and *Thirsk*, see R. 55; to *Huddersfield* and *Manchester*, see p. 363; to *Bolton Abbey* and *Wharfedale*, see R. 51.

Just beyond (199 M.) *Kirkstall* we have a view, to the right, of *Kirkstall Abbey* (p. 445). — Beyond (202 M.) *Calverley* diverges the line to Otley and Ilkley (see p. 448). Beyond (203½ M.) *Apperley Bridge* the train crosses the *Aire* and passes through a long tunnel. At (207 M.) *Shipley* we cross the line from Bradford (p. 445) to Ilkley (p. 448). — 208 M. *Saltaire*, a woollen and worsted-making town, named from its founder Sir Titus Salt (d. 1876) and the river Aire. The factory of the Salt family (chiefly for alpaca) is now in the hands of a company and adjoins the line on the right. — 213 M. *Keighley* (Devonshire Arms, R. 3*s*. 6*d*., D. 2*s*. 6*d*.; Rail. Rfmt. Rooms), pron. 'Keethley', is a manufacturing town with 41,565 inhabitants.

From Keighley a branch-line diverges by the *Worth Valley* to (4 M.) **Haworth** *(Black Bull)*, the home of the Brontës. The *Church* was rebuilt in 1880, only the old tower being left. A brass on the floor, near the chancel-screen, marks the burial-vault of the Brontë family. The *Parsonage*, also enlarged and otherwise altered since *Charlotte* (1816-55), *Emily* (1818-48), and *Anne* (1820-49) *Brontë* lived in it, is shown only to visitors with an introduction. The small *Brontë Museum*, near the church, contains some interesting personal relics (adm. 3*d*.). — The line goes on to *Oxenhope*.

222 M. *Skipton* (Midland, R. or D. 3*s*. 6*d*.; Devonshire Arms; Black Horse; Rail. Rfmt. Rooms), the capital of the picturesque *Craven District*, with 11,986 inhab. and a late-Perp. church, is the junction of lines to (11 M.) *Grassington* in Wharfedale (p. 450), to *Bolton Abbey* and *Ilkley* (see p. 448), and to *Burnley* (p. 362) and *Accrington* (p. 363). *Skipton Castle* (11-17th cent.), for 500 years the seat of the Cliffords, disputes with Clifford Castle (p. 217) the claim to be the birthplace of Fair Rosamond (comp. p. 14). — About 5-6 M. to the N. of (229 M.) *Bell Busk*, where we leave the Aire, are **Gordale Scar*, a huge wall of cliffs (300 ft.), and *Malham Cove*, a rocky amphitheatre, 285 ft. high. These are both results of the geological dislocation known as the 'Craven Fault', which extends for over 20 M.

232 M. **Hellifield** *(Rail. Rfmt. Rooms)* is the junction of the Midland trains from *Liverpool* and *Manchester* (comp. p. 412), and of the through-route to Morecambe and Heysham (for Ireland).

From Hellifield to Heysham, 35½ M., railway in ¾-2 hrs. This branch quits the main line before Settle (p. 447) and runs viâ (5 M.) *Giggleswick*, with a small museum in the school-house (relics from Victoria Cave, see p. 447), and (11 M.) *Clapham* (see below), the junction of a line to (4 M.) *Ingleton* (7*d*., 4*d*.). From (18¼ M.) *Wennington* a branch runs to (26¼ M.) *Carnforth* (p. 414). — 20½ M. *Hornby*; 24½ M. *Caton*; 26½ M. *Halton*. — 29 M. *Lancaster (Green Ayre Station)*; 29½ M. *Lancaster (Castle Station)*, see p. 413. — 32 M. **Morecambe** (p. 413). — 35½ M. **Heysham** (*Heysham Towers*, R. 4-6*s*., D. 4*s*. 6*d*.; *Grosvenor*, R. 3*s*. 6*d*., D. 4*s*.) is the starting-point for steamers to Belfast, Dublin, Douglas (see p. 364), and Londonderry. The trains run alongside the steamers.

Clapham (Flying Horse Shoe, at the station, pens. 7*s*. 6*d*.; New Inn, in the village, 1½ M. to the N.) is the usual starting-point for a visit to

Ingleborough Cave*, about 1½ M. to the N. of the village (adm. 2*s.* 6*d.*, for a party 1*s.* each; key at the inns). The cave, which consists of a number of chambers and passages with a total length of ⅔ M., contains beautiful stalactites and stalagmites. From its mouth we may climb to (1½ hr.) the top of *Ingleborough Hill* (2373 ft.), which commands an extensive view. On the way we pass the mouth of *Gaping Ghyll*, a pot-hole or swallow-hole 330 ft. deep, terminating in a huge cave 500 ft long (quite inaccessible without special preparation and apparatus). *Fell Beck* pours into Gaping Ghyll in a single vertical jet of 300 ft., forming a very considerable waterfall when the stream is full. — These excursions may be made also from **Ingleton (450 ft.; *Ingleborough Arms*, R. or D. from 2*s.*; *Wheatsheaf*), 4 M. from Clapham, at the end of the branch-line mentioned at p. 444. Other attractive points near Ingleton are *Yordas Cave* (adm. 1*s.*), 4½ M. to the N.; *Weathercote Cave* (adm. 1*s.*), 4 M. to the N.E.; the **Ingleton Beck Falls* (adm. 3*d.*), 1½ M. to the N.E.; and the **Thornton Beck Falls* (3*d.*), 1½ M. to the N. A visit to both sets of falls is easily combined in one walk by crossing (1¼ M.) the ridge between the glens. — From Ingleton a branch of the L.N.W.R. runs viâ (8 M.) *Kirkby Lonsdale* (Royal) and (20 M.) *Sedbergh* (Bull; White Hart) to (24 M.) *Low Gill Junction* (p. 414), on the main line.

237 M. **Settle** (500 ft.; Ashfield; Lion, R. 3*s.*, D. 2*s.* 6*d.*), 1½ M. from Giggleswick (p. 446; omn.), is a good centre for excursions in a picturesque limestone district.

About 2 M. to the N. is the *Victoria Cave*, where numerous prehistoric bones, bronze and flint implements, pottery, and coins have been found.

The next section of the railway traverses a wild and picturesque district and is remarkable for its engineering skill. Fine view down *Dent Dale*, to the left, beyond Settle. We ascend the valley of the *Ribble*, with *Ingleborough* (see above) and *Whernside* (2414 ft.) to the left and *Pen-y-Ghent* (2273 ft.) to the right. The country now becomes very bleak. Beyond (247½ M.) *Ribblehead* we cross *Batty Moss* by a viaduct, 1330 ft. long and 165 ft. high, and traverse the *Blea Moor Tunnel*, 1½ M. long. At (250 M.) *Dent* we reach the highest point of the line (1145 ft.). After passing (257 M.) *Hawes Junction*, the junction of a branch to *Hawes* and Northallerton (p. 457), we soon enter the green valley of the *Eden*, in Westmorland. Before entering *Birkett Tunnel* (¼ M.) we see, to the right, *Pendragon Castle*, said to have been built by Pendragon, father of King Arthur, and beyond it, on the same side, is *Lammerside Castle*. 267 M. *Kirkby Stephen* (800 ft.; King's Arms; Black Bull; comp. p. 459). — 278 M. *Appleby* (King's Head, R. or D. 3*s.*), on the Eden, is the junction of a line to Penrith (p. 444). *Appleby Castle*, to the left, was rebuilt in 1686. — The blue hills of the Lake District now bound the view on the W. Beyond *Newbiggin* we enter Cumberland, and beyond *Calgaith* traverse a tunnel (⅛ M.).

308 M. **Carlisle**, see p. 445.

51. From Leeds to Skipton viâ Ilkley. Wharfedale.

27 M. Midland Railway in 1¼-2 hrs. (fares 3*s.* 2*d.*, 2*s.* 1*d.*; to (14 M.) *Otley* in 40-50 min. (fares 1*s.* 9*d.*, 1*s.*); to (16 M.) *Ilkley* in ½-1 hr. (fares 2*s.*, 1*s.* 4*d.*). — The direct line to Skipton (26 M., in ¾-1½ hr.) forms part of the Midland Railway's main route to Scotland (see p. 446). Otley and Ilkley may be reached also by the N.E.R. (p. 472; similar times and fares), and holders of return-tickets by either line may return by the other.

The prettiest and most interesting part of *Wharfedale* is that between Bolton Abbey and Barden, which may be easily visited in one day from Ilkley viâ Bolton Abbey Station (see below).

Leeds, see p. 444. Our line diverges from the main line beyond *Calverley* (p. 446). At (9½ M.) *Guiseley*, where we are joined by the line from Bradford (p. 445), we sometimes change carriages for Otley, though the loop line for that town actually diverges at (11½ M.) *Menston Junction*. The singular rocky knob of *Almias Cliff* (720 ft.) is seen to the right.

Otley (*White Horse*, R. 3s. 6d.; *Black Horse*), the chief place in Lower Wharfedale, is a busy little town with 9230 inhab., worsted and paper mills, and a Perp. church incorporating some Norman remains. It lies at the base of the *Chevin* (925 ft.), which affords a good view of Wharfedale and the hills to the N. and N.W. About 1½ M. to the N.E. lies *Farnley Hall*, the seat of Mr. F. H. Fawkes, containing an extensive and admirable Collection of works by Turner (who was a frequent visitor here); also Cromwell's watch and the sword and hat worn by him at Marston Moor, Fairfax's drum and sword, and other relics of the Civil War (open to visitors on previous written application).

Beyond (13 M.) *Burley* (Malt Shovel) we see to the right, across the *Wharfe*, *Denton Park*, the birthplace of Gen. Fairfax (1611-71; house modern). — 15 M. *Ben Rhydding* (*Ben Rhydding Hydro-Hotel, from 63s. per week; Wheatley Hotel; Highfield), in a fine, breezy situation. To the left is the hill crowned by the *Cow and Calf Rocks* (see below). — The train crosses Ilkley on a lofty viaduct.

16 M. **Ilkley.** — **Hotels.** *Middleton, near the river, ½ M. from the rail. station, R. from 5s., D. 4s. 6d.; Crescent, well spoken of; Royal, in a lofty site to the S. of the rail. station; Lister's Arms, unpretending. — **Hydropathies.** Ilkley Wells House, from 3l. 3s. per week; Craig Lands, from 2l. 2s. per week; Rockwood, from 32s. 6d.; Marlborough, from 31s. 6d.; Stoney Lea, 49s. Prices lower in winter. — Numerous *Boarding Houses* and *Lodgings*. — *Cab* to most points in the town 1s.; double fare between 10 p.m. and 7 a.m. — *Post Office*, Wells Road, close to the station. — *Golf Links* to the N. (18 holes) and to the S.W. (9 holes) of the town.

Ilkley (250-750 ft.), a popular inland watering-place with ca. 9000 inhab. (1908), is beautifully situated in the valley of the Wharfe, enclosed by heather-clad hills, and is the best headquarters for excursions to Upper Wharfedale. The parish church (*All Saints*) is a restored Perp. edifice; the churchyard contains three curious crosses. The small *Museum* contains antiquities and collections of botany and geology (adm. on Mon., Wed., & Sat. 2d., other days free). — The *Old Well House* lies on the hill 1 M. to the S. of the station; its water (bath 6d.) contains few mineral ingredients.

Short excursions may be made to the *Cow and Calf Rocks* (see above), *Heber's Ghyll* (1 M. from the station) and the *Panorama Rocks* (¾ M.), the *Middleton Woods*, and *Denton Park* (see above). — For *Bolton Abbey* (4½ M. by road) and *Wharfedale*, see p. 449.

Beyond Ilkley the railway continues to run along the S. (or W.) bank of the Wharfe. 19½ M. *Addingham* (Swan), on the Wharfe. To the N. rises *Beamsley Beacon*. — 21½ M. *Bolton Abbey Station* is 1¼ M. from the Abbey (see p. 449; seat in conveyance 6d.). — 24½ M. *Embsay*. — 27 M. *Skipton*, see p. 446.

Barden Bridge
Barden Tower
Holme House
Holme Cottage
Conn Warren
Park Top Lathe
Laund Pasture Plantation
Near Park Plantnt.
Low Lathe
Alder Seat
Barden Scale
High Lathe
Strid Cottage
Hawkstone
Barden Beck Bridge
The Strid
Boyle Seat
Elm Tree Seat
Strid Wood
High Laund
Devonshire Seat
Laund House
Duck Rake Seat
Mason Holme
Stank Gate
Riddings
Pothforth Bock Seat
Riddings Hill
Howsber
775
S T A N K
Little Hare Head
Bridle Road
Rack Ridding Lathe
Lud Stream Islands
Long Pull Seat
Sulphur Well Seat
Wooden Br. Lodge
Wooden Br.
Bridle Road
Wood
Stank Plantation
Fish Ponds
Cavendish Fountain
Scar Top Seat
725
Gill Head Bridge
Bolton Abbey
Bolton Hall
Storith
Cat Gill
New Lathe
Hasketh House
Terrace End Seat
Strand Seat
Lythe Bank Lathe
Hambleton Cottages
Skipton
Hambleton
Bolton Abbey Station
Hambleton Beck
The Devonshire Arms
Bolly Walk Seat
Scar Close Seat
Lanehouse Farm
Red Lion
Bolton Bridge
Ilkley
1 : 31.680 (2640 feet to one inch)
0 1000 2000 3000 4000 Feet
0 200 400 600 800 1000 Mètres

Bolton Abbey and Wharfedale.

From *Bolton Abbey Station* (p. 448) we follow the road to the right to (½ M.) the *Devonshire Arms* (very fair; carriages for hire), where we turn to the left (N.) and proceed to (½ M.) the *Post Office* (see Map). Just beyond this we enter the grounds of *Bolton Priory*, commonly but erroneously known as ***Bolton Abbey**, by an opening known as the 'Hole-in-the-Wall'. The grounds and ruins are open all day, but the restored church is shown by a guide (generally in the church), who may be enquired for at the post-office. The priory, which is charmingly situated on the bank of the *Wharfe*, is an Augustine foundation of the 12th century. The chief part of the picturesque but not very extensive ruins is the *Church*, the E.E. and Dec. nave of which has been restored and is used for service. The Perp. W. front was added by Prior Moon in 1520. At the end of the single aisle is the Mauleverer Chantry, in the vault below which the Mauleverers and Claphams are said to have been interred in an upright posture, a tradition referred to by Wordsworth in the 'White Doe of Rylstone'. [*Rylstone* lies about 12 M. to the N.E.] To the W. of the Abbey is *Bolton Abbey*, a modern residence of the Duke of Devonshire, incorporating the ancient gateway that figures in Landseer's well-known picture, now at Chatsworth (p. 401).

To the S. of the Priory is the *Rectory*. In the N.W. corner of the churchyard is a memorial to *Lord Frederick Cavendish*, assassinated at Dublin in 1882. — Opposite the Priory the Wharfe is crossed by a foot-bridge and a long line of stepping-stones (comp. p. 450).

Bolton Abbey lies at the foot of the most picturesque part of ***Wharfedale**, the finest of the Yorkshire 'dales' and one of the most beautiful valleys in England. All visitors are advised to ascend it at least as far as Barden Bridge (p. 450). This may be reached by carriage (road shown on Map), but the walking route described below is easy and affords much more beautiful views. Those who wish to minimize the walk lose little by driving to the Strid.

Leaving the grounds of Bolton Abbey we follow the road towards the N. to (⅓ M.) the *Cavendish Fountain*, another memorial of Lord F. Cavendish (see above). This point and the adjacent *Hartington Seat* command beautiful views of the Abbey and river. Just beyond, to the right, is the entrance to the private drive to the Bolton Woods (closed on Sun.), which descends to the river and (½ M.) the *Wooden Bridge*. Hence we ascend along the right bank of the Wharfe, partly by the path and partly by the drive, keeping as close to the water as possible (beautiful views), to (1 M.) the ***Strid**, a tumultuous rapid only a few feet wide, somewhat recalling the Linn of Dee (p. 570). Its story is told by Wordsworth in the 'Force of Prayer'. Beyond the Strid we follow the path to the *Hawkstone* and the *Pembroke Seat* (view), a little to the left of which lies the *Strid Cottage* (rfmts.). Continuing to hug the river beyond Pembroke Seat we cross the little *Barden Beck* and pass under

(5 min.) a parapeted aqueduct across the Wharfe. A walk of 12 min. more brings us to *Barden Bridge*, about 3-3½ M. from Bolton Abbey. — To reach **Barden Tower**, a ruined castle of the Clifford family, dating from about 1485, we ascend the road to the left for 3-4 minutes. Adjacent is an old *Chapel* (restored in 1860); and simple refreshments may be obtained in the quaint old kitchen of the adjoining farm-house (perhaps the chaplain's residence). — About ½ M. to the N. is *Gill Beck Waterfall.*

From Barden Bridge to Bolton Abbey by the Left Bank of the Wharfe, 3½ M. This route should be followed by walkers not going farther up the valley. We enter a cart-track close to the bridge and then (1½ min.) follow the path to the right, which descends to (10 min.) the *Aqueduct* mentioned above. The path then enters the wood, passing various 'seats' and view-points, perhaps the finest of which is *Boyle's Seat* (about 25 min. from Barden Bridge), commanding a view up the Strid. Beyond (5 min.) *Harrison's Seat*, at the fork, we follow the upper path. About 10 min. farther on we reach *Posforth Beck*, where an attractive digression may be made (see below). We cross the beck, pass *Queen Adelaide's Seat*, cross the road leading down to the Wooden Bridge (p. 449), and follow the cart-track to (¼ hr.) *Pickle's Gill.* Beyond this, a little way up the hill, the path to the Stepping Stones diverges to the right. A little farther on we may keep the upper path. By the (¼ hr.) *Stepping Stones*, 56 in number, or the adjacent bridge, we recross the stream to Bolton Abbey (p. 449).

Instead of descending to the Stepping Stones we may continue our walk along the river to (1 M.) *Bolton Bridge* (Red Lion), 350 yds. from the Devonshire Arms (p. 449) and 4 M. from Ilkley (p. 448).

The digression up Posforth Gill (see above) to the fall adds only ½ hr. to the walk and is well worth making. The path, diverging to the left from the route above described, ascends high up on the right bank of the beck to (12 min.) the *Devonshire Seat* and (6 min.) the picturesque little **Park Waterfall.* We cross the stream just below the fall and return by the drive on the other side, through the *Bolton Deer Park*, to (10 min.) the lodge adjoining *Queen Adelaide's Seat* (see above).

Upper Wharfedale, above Barden Bridge, is attractive also and may be visited on foot or by carriage. It is fairly good for cycling. About 3 M. from Barden Bridge, on the right bank, is *Burnsall* (500 ft.; Red Lion); and 3 M. beyond that (omn. twice daily), on the left bank, is *Grassington* (650 ft.; Devonshire, Foresters' Arms, plain; Grassington Boarding House, 5-6*s.* per day), whence a railway runs to (11 M.) Skipton (p. 446). An omnibus also plies hence thrice daily (1*s.*) to (6 M.) **Kettlewell** (700 ft.; *Race Horses; Blue Bell*), which lies in an open part of Wharfedale and serves as headquarters for several interesting excursions, affording good views of the moors and limestone hills.

Among the points most often visited are *Arncliffe* (3 M.), *Litton* (5½ M.), *Malham Cove* (p. 446; 8 M. to the S.W.), *Malham Tarn* (1250 ft.), and *Leyburn* (16 M.; in Wensleydale, p. 456). — Near the head of Wharfedale, 4 M. beyond Kettlewell, lies *Buckden* (Buck). Hence we may drive to (14 M.) *Aysgarth* (p. 456) through *Bishopdale*, or walk to the same point over the *Stake Pass* (ca. 1800 ft.). Or we may walk or drive to (12 M.) *Hawes* (p. 457).

52. From London to York, Durham, Newcastle, and Berwick.

337½ M. Great Northern and North Eastern Railways in 6¾-10 hrs. (47*s.*, 28*s.* 2½*d.*); to (188 M.) *York* in 3½-5 hrs. (27*s.*, 15*s.* 8*d.*); to (254 M.) *Durham* in 5-7 hrs. (35*s.* 10*d.*, 21*s.* 2*d.*); to (271 M.) *Newcastle* in 5¼-7½ hrs. (38*s.* 3*d.*, 22*s.* 7½*d.*).

From London (King's Cross) to (105 M.) *Grantham*, see R. 44 d.

At (110 M.) *Barkstone* a branch-line diverges on the right to *Boston* (p. 481) and *Lincoln* (p. 478).

120 M. **Newark-on-Trent** *(Clinton Arms; Ram*, R. from 3*s.*, D. from 2*s.* 6*d.*; *Saracen's Head; Rail. Rfmt. Rooms)*, an old town with (1901) 14,985 inhab., has large breweries and plaster-of-Paris works. The old *Castle*, dating from the 12th cent., was dismantled after sustaining three sieges in the Civil War. King John died here in 1216 (see p. 118). The *Grounds* were opened as a public garden in 1889. The *Parish Church*, a Perp. edifice with a lofty E.E. spire, contains an unusually fine brass, commemorating Alan Flemyng (d. 1363), and an oaken rood-screen of 1506. The *Grammar School* was founded in 1529. The *Beaumont Market Cross* dates from the second half of the 15th century. — Newark is the junction of the Nottingham and Lincoln line (see p. 482) and of a line to Melton Mowbray (p. 380).

At (131 M.) *Dukeries Junction* (p. 412) we cross the Great Central Railway. 132 M. *Tuxford* (p. 412). We cross the *Idle*. — 138½ M. *Retford* (White Hart; Crown; Rail. Rfmt. Rooms) is the junction of lines to Sheffield viâ Worksop (see p. 409) and to Grimsby (p. 477) viâ Gainsborough (p. 481).

146 M. *Scrooby* (Wooffenden House, well spoken of). The *Manor House* (adm. 1*s.*) was once occupied by William Brewster (1560-1644), a ruling elder of the Pilgrim Fathers. Opposite it are traces of a palace of the archbishops of York. Brewster's pew is shown in the 15th cent. church (key at the post-office). — *Austerfield*, 1½ M. to the N.E. of (150 M.) *Bawtry*, was the birthplace of William Bradford (1588-1657), second governor of the colony of Plymouth in America. Omnibus from Bawtry to *Masborough*, see p. 443.

156 M. **Doncaster** *(Angel; Reindeer; Danum; Rail. Rfmt. Rooms)* is a prosperous 'railway' town on the *Don*, with (1901) 28,924 inhab., the works of the G. N. R. (covering 200 acres), and a handsome modern Dec. church by Sir G. G. Scott, the tower of which is seen to the right of the railway. The *St. Leger* (established in 1778) is run here about the middle of Sept. (hotels crowded and charges raised).

From Doncaster to Sheffield, 18 M., railway in ¾-1 hr. (fares 2*s.* 6*d.*, 1*s.* 6*d.*). The line follows the course of the *Don*. — 4 M. *Conisbrough* (Star), with a Norman castle (12th cent.), celebrated in Scott's 'Ivanhoe'. — 8 M. *Mexborough*; 14 M. *Rotherham* (p. 443). — 18 M. *Sheffield*, see p. 386.

Other lines run from Doncaster to Manchester and Liverpool, Wakefield and Leeds, Pontefract and York, Goole and Hull, and Gainsborough and Lincoln.

174 M. **Selby** *(Londesborough Arms*, near the Abbey, L. 2*s.* 6*d.*; *George*, R. or D. 2*s.*: *Rail. Rfmt. Rooms)*, a small agricultural town

with 7786 inhab., on the *Ouse*, is the traditional birthplace of Henry I. Near the station, on issuing from which we turn to the left, is the Benedictine **Abbey Church* (p. xliii), one of the finest monastic churches in England, though seriously injured by a disastrous fire in 1906 (restored; open 9-12 and 1-5; entr. by S.W. door).

The church (306 ft. long) was originally erected in the 12th cent., and part of the nave and transepts is in the Norman style. The E. part of the nave and the upper part of the W. front are E.E.; the choir and lady-chapel are Dec.; and some of the windows Perpendicular. Among the points of special interest in the interior are the slender detached columns reaching from the arches to the roof on the S. side of the nave; the tombs of the abbots in the lady chapel; some curious figures in the N. transept; and the remains of the stained glass.

From Selby branch-lines run to *Hull* (a continuation of the line from Leeds, p. 446) and to *Market Weighton* (p. 475). The former line passes (7 M.) *Howden* (Wellington, R. 2*s.* 6*d.*, D. 2*s.*), with the fine *Church of St. Cuthbert (E.E., Dec., and Perp.), formerly belonging to the bishops of Durham (comp. p. lviii).

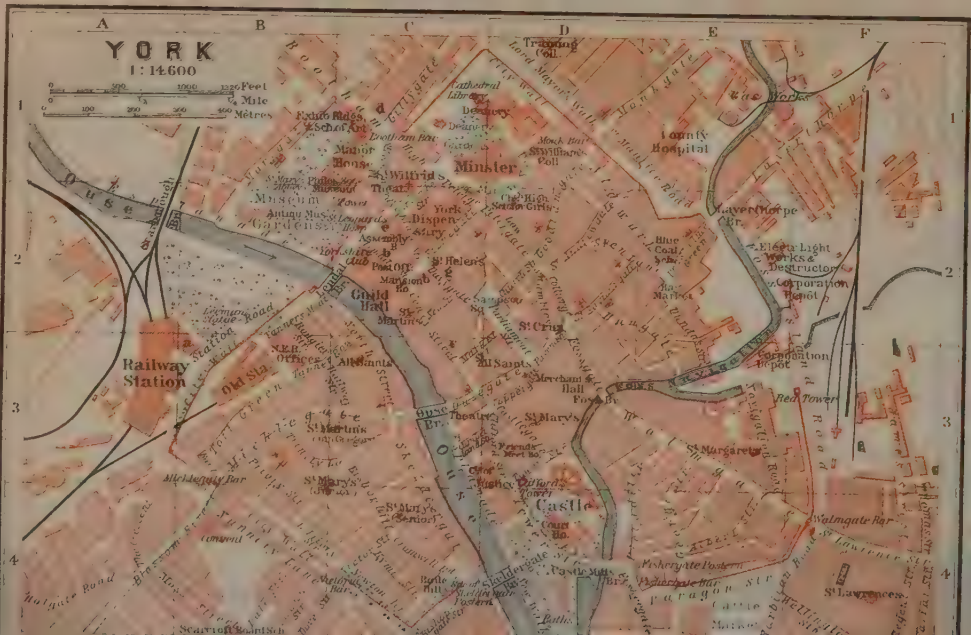
Beyond (184 M.) *Naburn* we cross the Ouse; York Minster appears on the right.

188 M. **York.** — *Station Hotel (Pl. a; B, 3), a large and well-equipped house, with a fine view of the city from the coffee-room, R. from 4*s.*, B. 2*s.* 6*d.*, D. 5*s.* (rooms near the electric bell boards should be avoided). *Harker's York (Pl. b; C, 2), an old-established house, in a central situation, R. from 4*s.* 6*d.*, D. 4*s.*; Black Swan (Pl. c; C, 3); Exhibition (Pl. d; C, 1); Thomas's (Pl. e; C, 2), R. 2*s.* 6*d.*, D. from 2*s.*; Clarence (Pl. g; C, 2), plain; City Temperance (Pl. h; C, 2), 12 Lendal. — *Misses Hollis's & Rowntree's Boarding House*, 37 St. Mary's, Bootham. — *Rail. Rfmt. Rooms.*

York, the *Eboracum* of the Romans, situated on the *Ouse*, an old town with (1901) 77,793 inhab., is the headquarters of the N.E. military district as well as a cathedral town. The ancient walls are still standing and enclose the greater part of the city. Many of the streets are crooked and narrow, and there are not a few quaint old houses with overhanging upper stories. York is the seat of an archbishop, who bears the title of Primate of England (comp. p. 29). His province embraces the dioceses of Durham, Chester, Carlisle, Newcastle, Ripon, Sodor and Man, Liverpool, Manchester, and Wakefield.

York, originally the British *Caer Evrauc*, comes into prominence about the middle of the 2nd cent. of the Christian era, as the Roman *Eboracum*, the chief station in the province of Britain, the headquarters of the 6th Legion, and the frequent residence of the emperors. Severus died and was buried at York in 211, and Constantine the Great was proclaimed emperor here in 306, though the tradition that he was born at York is unfounded. York retained its importance in the Saxon period, and was the centre from which Christianity spread through northern England. It also became an important Danish colony. William the Conqueror built two castles here (see p. 453); and the name of York is connected with many other monarchs and innumerable important events in English history.

Quitting the spacious Railway Station (Pl. A, 2, 3) we proceed to the left, passing *Leeman's Statue* (Pl. B, 2), and cross the *Lendal Bridge* (view), beyond which Museum St. and Duncombe St. lead straight on to the Minster, passing the Roman Catholic *Church of St. Wilfrid* (Pl. C, 1, 2), a tasteful French Gothic edifice,


YORK
1 : 14600
Feet
Mile
Mètres
A
B
C
D
E
F
1
2
3
4
Minster
Guild Hall
Railway Station
Old Station
Castle
Castle Mus.
Museum Gardens
Lendal Bridge
Ouse Bridge
Skeldergate Bridge
Foss Bridge
Walmgate Bar
Monk Bar
Micklegate Bar
Bootham Bar
Red Tower
St Margarets
St Lawrences
St Crux
All Saints
St Martins
St Marys
St Mary Castlegate
St Mary Bishophill Senior
St Mary Bishophill Junior
St Helens
St Olaves
St Sampsons
St Williams Coll.
Merchant Hall
Mansion House
Assembly Rooms
Theatre Royal
Post Office
Tourist Office
Training Coll.
Cathedral Library
Deanery
Chapter House
Treasury
Lunatic Hospital
Blue Coat Sch.
Corporation Depot
Exhibition Depot
Electric Light Works & Destructor
Cattle Market
Fishergate Bar
Fishergate Postern
Castle Mills Bridge
Scarcroft Road
Clarence Street
Station Road
Tanner Row
Museum Street
Lendal
Coney Street
Parliament Street
Nessgate
Goodramgate
Stonegate
Petergate
Duncombe Place
Bootham
Gillygate
Blossom Street
Micklegate
Queen Street
Skeldergate
Walmgate
Fossgate
Piccadilly
Castlegate
Aldwark
Lendal
Museum
Ouse
Foss
Skeldergate
Walmgate
Fishergate
Micklegate
Bootham
Gillygate
Monkgate
Lawrence Street
Hallifax Road
Scarcroft Road
Walmgate Road
Fishergate Road
Bishopthorpe Road
Tadcaster Road
Clifton
Bootham
Micklegate
Fishergate
Walmg

which, however does not show to advantage in such close proximity to its greater neighbour.

To the left, in Museum St., is the entrance to the **Philosophical Society's Gardens** (Pl. B, C, 2; adm. 10-6, 1*s.*, 1*d.* on Sat.), which contain a *Natural History Museum*, an *Antiquarian Museum* (Roman antiquities, etc.), and some interesting ruins. To the right of the entrance are the remains of *St. Leonard's Hospital*, originally founded in the Saxon era and rebuilt by King Stephen (1137). Beyond it is the so-called *Multangular Tower*, the lower part of which is Roman. Nearer the N. side of the gardens are the picturesque ruins of **St. Mary's Abbey** (Pl. B, 1), which are mainly of early-Dec. date, with some Norman features. The Antiquarian Museum occupies the old *Hospitium* or *Guest Hall*. — To the E. of the Gardens (entr. from St. Leonard's Place) is the picturesque **Manor House** (Pl. C, 1), built by Henry VIII. as a residence for the Lords President of the North, and now a *School for the Blind* (concert on Thurs., at 3 p.m.; adm. 6*d.*). Beyond the Manor House is the Fine Art Industrial Institution, which contains a collection of ancient and modern paintings and of natural history objects (adm. 6*d.*).

But perhaps the first thing a visitor should do at York is to make a circuit (2¾ M.) of the **City Walls** (closed at 9 p.m.), which were built about the middle of the 14th cent., partly on the line of the Roman walls. Those who have not time for the whole round may omit the part between Skeldergate Bridge and Monk Bar.

Beginning at the steps by the arch near the Leeman statue (p. 452), we ascend to the top of the wall, turn to the right (S.), pass round the S.W. corner, cross (5 min.) the railway, and soon reach (3 min.) *Micklegate Bar* (Pl. B, 3, 4), one of the six gateways. Beyond the Bar we have a good view of St. Mary Junior (p. 455) and, farther on, of the Minster. In 7 min. more, beyond *Victoria Bar*, we pass the *Baile Hill*, or Norman Mound, the site of William the Conqueror's second castle, and cross the *Ouse* by *Skeldergate Bridge* (½*d.*). To the left, beyond the river, is the **Castle** (Pl. D, 4), now used for a court-house and prison; the oldest part is *Clifford's Tower* (13th cent.; adm. 2*d.*, 10-4), which occupies the site of William the Conqueror's original keep (see p. 452). It was here that the infamous massacre of 500 Jews took place in the reign of Richard I. (1189-99). — We cross the canal and regain the wall at (5 min.) *Fishergate* (Pl. E, 4). 7 min. *Walmgate* (Pl. F, 4), with a barbican, or outwork, and portcullis. At the (3 min.) *Red Tower* the wall again disappears, and we follow the road and canal to (5 min.) *Layerthorpe Bridge* (Pl. E, 2), where it begins again. 8 min. *Monk Bar* (Pl. D, 1), with a portcullis. Beyond Monk Bar we follow the wall (restored in 1889) to (10 min.) *Bootham Bar* (Pl. C, 1), obtaining a fine view of the cathedral, rising beyond the Deanery Gardens. Bootham Bar is close to the Minster and within 5 min. of Lendal Bridge (p. 452).

***York Minster** (Pl. C, D, 1) is one of the largest and grandest cathedrals in England (483 ft. long internally, 100 ft. high, 105 ft. wide across the nave, 222 ft. across the transepts). The earliest church on this site was a small wooden one, hastily built for the baptism of King Edwin by Paulinus (627), the first Archbishop of York, and soon replaced by a stone basilica, which was burned down in the 8th century. A third church was burned down in 1069 by William the Conqueror, and a fourth was built in its place by the first Norman bishop. The choir was rebuilt by Archbishop Roger (1154-81); the S. transept by Archbishop Gray in 1215-55, and the N. transept about the same time; while the Norman nave was gradually replaced by the present one between 1290 and 1345. The Lady

Chapel and presbytery were added in 1360-73, and the present choir was substituted for Archbp. Roger's before 1400. The towers date from the 15th cent., and the edifice as thus rebuilt was reconsecrated in 1472. In its present form, therefore, the part of the minster above ground shows examples of the E.E., Dec., and early and late Perp. styles. The most striking features of the exterior are the noble **W. Façade* (lately restored; Dec.; towers, 201 ft. high, Perp.), the E.E. *Transepts*, the imposing *Central Tower* (216 ft.; Perp.), the external triforium of the *Presbytery*, the *Chapter House* (Dec.), with its flying buttresses, and the great *E. Window* (Perp.). The numerous fantastic gargoyles also are conspicuous. The best general view is obtained from the city-walls (see p. 453). The daily services are at 10 a.m. and 4.30 p.m. Adm. to the choir, chapter-house, and crypt, 6*d.*; to the tower, 6*d.* We enter by the door in the S. transept.

Interior. The *Nave, according to Rickman, is the finest example of the Dec. style in England, from the grandeur and perspicuity of its design; 'ornament is nowhere spared, yet there is a simplicity which is peculiarly pleasing'. The triforium does not form a distinct division, but appears part of the clerestory design. The roof is of timber, restored after a fire in 1840, and painted to resemble stone. In original stained glass York Minster excels all other English cathedrals, and this adds greatly to the richness of the interior. The oldest is the 'Jesse Window' in the clerestory of the N. side (2nd from the W. end), dating from about 1300; that of the beautiful *W. Window, with its graceful flowing tracery, is also very fine (1338). The aisles are unusually wide (30 ft.).

The Transepts, in a pure E.E. style, with clustered piers and pointed arcades, are the oldest part of the existing structure (see p. 453). The five beautiful lancet-windows (53½ ft. × 5 ft.) in the N. transept are known as the 'Five Sisters' and still retain their original glazing. In this transept are the monuments of *Abp. Greenfield* (1306-15) and *Thomas Harvey* (d. 1824; with a cadaver). A window in the E. aisle of the transept, reproducing an older window formerly in the same position, commemorates *Sir Frank Lockwood*, Q. C. (1846-97). In the S. transept is a good marigold window, filled with poor modern glass. The monument of *Abp. Gray* (1215-55), in its E. aisle, is considered the best in the cathedral. The adjacent monument of *Dean Duncombe* (d. 1880), by Boehm, is fine also. The piers supporting the *Central Tower* have a Norman core.

The majestic Choir (Perp.) is separated from the nave by an elaborate *Rood Screen* (15th cent.), with rich tabernacle-work and statues of English kings. The general architectural arrangements of the choir resemble those of the nave; the E. part, including the *Presbytery* and the *Lady Chapel*, is the earliest. The so-called *E. Transept* does not project beyond the walls of the choir aisles, but is indicated by a bay on each side running up to the roof without the interposition of a triforium or clerestory. The choir was set on fire by a madman in 1829, and the timber vaulting of the roof and the stalls were destroyed (since restored). The altar-screen also is a reproduction of the old one. The great **E. Window*, which is second in size (78 ft. × 31 ft.) to that at Gloucester alone (see p. 183), retains its original fine glazing. The glass in the clerestory and in the E. transepts is old also. The shrine of St. William of York, a 12th cent. saint, whose renown for sanctity brought great wealth to the cathedral, is supposed to have been in front of the present reredos. The military and other modern monuments in the choir are somewhat incongruous. Among the older ones are those of *William of Hatfield* (d. 1344), second son of Edward III. (N. aisle); *Abp. Savaye* (1501-7; N. aisle); *Abp. Scrope* (beheaded in 1405; presbytery); and *Abp. Bowet* (1407-23; presbytery).

From the E. aisle of the N. transept we enter the vestibule of the chapter house, noticing near the door the Latin inscription: 'Ut rosa flos

Abp Scrope
Abp Bowet
Lady
Chapel
Chapter House
Record Room
Vestry
Treasury
CHOIR
Abp
Savage
Abp
Greenfield
Wm of
Ratfield
Abp
Grey
N. Transept
Central Tower
S. Transept
S. Porch
Thomas Haxey
NAVE
ORK MINSTER
Feet
Metres

florum, Sic est domus ista domorum'. This motto scarcely exaggerates the merits of the CHAPTER HOUSE (Dec.), which is generally considered the most beautiful in England. It is octagonal in form, and has no central pillar. Each bay is occupied by a large and handsome window, with geometrical tracery. The grotesque and other carvings below are excellent.

The CRYPT, entered from the choir-aisle, is of late-Norman date (12th cent.), though containing some earlier work, including a piece of herring-bone masonry, which may go back to the Saxon era (comp. pp. 453, xxxviii).

To the S. of the choir are the *Record Room*, *Vestry* (with the 'Horn of Ulphus' and other interesting relics), and *Treasury*. There are no cloisters; and in spite of the name minster the church was never attached to a monastic establishment. — To the N. of the Minster are the *Deanery* and the *Cathedral Library* (adm. Mon., 11-1; Thurs., 11-1 & 2.30-4), with some valuable printed books and MSS. The latter is supposed to have been the chapel of the old *Archiepiscopal Palace*. The present palace is at *Bishopthorpe*, 2¾ M. to the S. of York (grounds shown on Mon., 2-4, by ticket obtained at Sampson's Library, Coney St., York).

Just to the E. of the cathedral is a Perp. gateway leading to *St. William's College*, a Jacobean block of buildings restored in 1903 as a House of Convocation for the Northern Province. — The *Guildhall* (Pl. C, 2) is an interesting Perp. building (15th cent.) on the river, approached by an archway through the *Mansion House*, in Coney St. The windows are filled with modern stained glass of scenes from the history of York.

Of the other churches in York the most interesting are *All Saints'*, North St. (Pl. C, 3), with fine old stained glass; *St. Martin-cum-Gregory* (Pl. C, 3), Micklegate; *St. Mary Junior* (Pl. B, C, 3, 4), with a Saxon tower, Bishophill; *St. Mary's* (Pl. D, 3), Castlegate, with a Perp. tower and spire; *St. Margaret's* (Pl. E, 3), Walmgate, with a rich Norman doorway; *St. Helen's* (Pl. C, 2), Stonegate; and *St. Martin's* (Pl. C, 2; late-Perp.), Coney St..

FROM YORK TO HARROGATE, 20 M., N.E. Railway in ½-1 hr. (fares 2*s.* 10*d.*, 1*s.* 8½*d.*). — About ½ M. to the left of (6 M.) *Marston Moor* is the field of *Marston Moor*, the scene of Cromwell's victory over the Royalists in 1644. — 9 M. *Hammerton*, or *Kirkhammerton*, has a church partly of Saxon date. — 16½ M. **Knaresborough** (*Elephant & Castle*, R. 3*s.*, D. 2*s.* 6*d.*; *King's Head; Crown*), a small town with 4979 inhab., finely situated on the *Nidd*. The ruins of the ancient *Castle* (14th cent.) are of no great importance (adm. 6*d.*), but command a fine view. The *Church* contains some interesting monuments. At Knaresborough are a *Dropping Well* (adm. 6*d.*), with petrifying properties, and *St. Robert's Chapel* (adm. 6*d.*), a cave in the limestone rock, with a rudely-carved figure of an armed man. About 1 M. down the river is *St. Robert's Cave*, where Eugene Aram concealed the body of his victim. Knaresborough is a good centre whence to explore the picturesque *Nidderdale* (p. 473). — 20 M. *Harrogate*, see p. 472.

From York to *Scarborough* and *Whitby*, see R. 54; to *Beverley* and *Hull*, see R. 56.

To the right of the railway, 4 M. from York, lies *Skelton*, with an interesting E.E. church (p. xlix). — At (199 M.) *Alne* diverges a light railway for *Easingwold* (2½ M.). — 204 M. *Pilmoor*.

FROM PILMOOR TO MALTON, 24 M., railway in 1-1¼ hr. (3*s.* 4*d.*, 2*s.*). At (5 M.) *Coxwold* Sterne (1713-68) was incumbent from 1761, and wrote Tristram Shandy and The Sentimental Journey in a house now known as *Shandy Hall*. About 2 M. to the N. are the ruins of *Byland Abbey*, 4 M. to the S.W. of Rievaulx Abbey (p. 456). — From (9½ M.) *Gilling* a branch diverges to (18 M.) *Pickering* (p. 471) viâ (6½ M.) *Helmsley* (Black Swan; Feversham

Arms, well spoken of), with an interesting castle, the station for (2½ M.; or through *Duncombe Park*, 3½ M.) *Rievaulx or Rivers Abbey, a Cistercian foundation of 1131. The picturesque ruins (adm. 1*s.*), in the Norman and E.E. styles, consist chiefly of the choir and transepts of the church (which lay nearly N. and S.), the gatehouse, and the refectory. Beautiful *View from the terrace above, embracing the pretty valley of the *Rye*. Hence a road leads viâ (5 M.) *Whitstone Cliff* (*View; Hambleton Hotel) to (11 M.) *Thirsk*. — 24 M. *Malton*, see p. 469.

Another line runs from Pilmoor to Knaresborough (p. 455), passing (5½ M.) *Boroughbridge*, ½ M. to the S. of which is *Aldborough*, on the site of the Roman city of *Isurium*, with a museum and highly interesting remains.

210 M. **Thirsk** *(Fleece; Three Tuns; Rail. Rfmt. Rooms)*, a small country-town with 7055 inhab. and a good Perp. church, is the junction of a branch to Harrogate and Leeds (see R. 55). The *Hambleton Hills*, with their fine cliffs, are 5 M. to the E.

217 M. **Northallerton** (*Golden Lion*, R. 2*s.* 6*d.*), a busy railway-centre (4009 inhab.), with a church of some interest, 3 M. to the S. of the scene of the Battle of the Standard (1138). — To *Leeds*, see R. 55.

From Northallerton to Stockton and Hartlepool, 32 M., N.E. Railway in 1½ hr. (fares 4*s.* 3*d.*, 2*s.* 7½*d.*). — 5½ M. *Welbury*. About 3 M. to the S.E., near *East Harlsey*, are the ruins of *Mount Grace Priory* founded in 1397, one of the finest Carthusian monasteries in England (adm. 3*d.*). — 10 M. *Picton* is the junction of a branch to Whitby viâ *Grosmont* (p. 471). — 14 M. *Eaglescliffe* (Rail. Rfmt. Rooms) is the junction of lines to Darlington (p. 457) and to (6 M.) **Middlesbrough** *(Corporation Hotel*, new, R. from 3*s.*, D. 3*s.* 6*d.*; *Queen's; Talbot; King's Head; Rail. Rfmt. Rooms)*, the capital of the Cleveland iron district, and the seat of a R.C. bishop, with (1908) 103,500 inhab., on the estuary of the *Tees*. Fine harbour of refuge. — 17 M. **Stockton-on-Tees** (*Black Lion; Vane Arms; Queen's*, R. 3*s.* 6*d.*, D. 4*s.*), a thriving seaport with (1901) 51,476 inhabitants. — 29 M. **West Hartlepool** *(Royal; Rail. Rfmt. Rooms;* Amer. Consular Agent, *H. C. Nielsen)*, a modern seaport on *Tees Bay*, with (1908) 77,600 inhab. and a large trade in coal. — 32 M. **East Hartlepool** *(Railway; King's Head)*, a seaport (22,732 inhab. in 1901) of ancient origin but modern prosperity.

From Northallerton to Leyburn and Hawes Junction, 40 M., railway in 1¾-3 hrs. (fares 5*s.* 6*d.*, 3*s.* 3½*d.*). This line traverses *Wensleydale, the upper valley of the *Ure*, a picturesque district, especially attractive to the pedestrian. — 8 M. *Bedale* (Black Swan, R. from 2*s.*, D. 2*s.* 6*d.*), with a Dec. and Perp. church containing some fine monuments, at the entrance to Wensleydale, is also near the Roman Road running up *Swaledale*. — 10 M. *Crakehall. Hornby Castle*, 3½ M. to the N.W., the seat of the Duke of Leeds, contains some good pictures (no adm.). — 11½ M. *Jervaulx* (pron. Jarvis), about 4 M. to the N.E. of **Jervaulx Abbey** (adm. 6*d.*), built by Cistercians in 1156. — 18 M. **Leyburn** *(Bolton Arms; Golden Lion)*, one of the best headquarters for excursions in Wensleydale. Fine *View from the *Shawl*, a rocky terrace ½ M. to the W. of the town. *Middleham* (White Swan), 2 M. to the S.E., contains the massive ruins of an old castle (key in the village), which belonged to Warwick, the King Maker, and was frequently visited by Richard III. Thence the excursion may be continued to (6 M. from Leyburn) *Jervaulx Abbey* (see above), (10½ M.) *Masham* (p. 475), (13 M.) *Hackfall Woods* (p. 475), and (21 M.) *Ripon* (p. 473). *Richmond* (p. 457) lies 9 M. to the N.E. of Leyburn. — 19½ M. *Wensley*, has an interesting church (E.E. and Perp.), containing a good Flemish brass (14th cent.), fine choir-stalls (1527), and other carvings. — About 1 M. to the N.W. of (22½ M.) *Redmire* is **Bolton Castle** (14th cent.), the stronghold of the Scrope family, and the prison of Mary Stuart in 1568-9. The castle chapel is used as a village church. — 25 M. **Aysgarth** *(Palmer Flatt Hotel)*, with a church, rebuilt in 1866, containing a fine rood-screen from Jervaulx Abbey. *Aysgarth Force*, a fall on the Ure, ½ M. below the bridge, is one of the

chief lions of Wensleydale. A road runs hence to the S. through *Bishopdale* to *Buckden* and (15 M.) *Kettlewell* (p. 450), at the head of Wharfedale, which may be reached also through *Waldendale*. — From (29 M.) *Askrigg* (King's Arms), a small town once noted for clock-making, excursions may be made to (½ M.) *Mill Gill Force* and (2½ M.) *Whitfield Force;* viâ (1½ M.) *Bainbridge* (Rose and Crown) to (3 M.) *Semer Water*, a lake 100 acres in area, etc. — 34 M. **Hawes** *(White Hart)* is a good centre for excursions to (1½ M.) **Hardraw Force*, viâ the *Buttertubs Pass* to (7 M.) *Muker* (see below), in Swaledale, etc. — At (40 M.) *Hawes Junction* (p. 447) we join the Midland Railway.

From (226 M.) *Eryholme* a branch runs to (10 M.) **Richmond** *(King's Head*, R. from 3*s.* 6*d.*, D. 3*s.* 6*d.*; *Fleece; Grove Boarding House; Rail. Rfmt. Rooms)*, picturesquely situated on the *Swale*, with 3836 inhab., a good centre for excursions in *Swaledale*. **Richmond Castle*, with its grand Norman keep on a lofty crag sheer above the river, formerly belonged to the Dukes of Brittany. Golf-course on Richmond Moor.

Among the most attractive short walks from Richmond are those to *Easby Abbey* (1¼ M. to the E., on the N. bank of the Swale), to the *Race Course* (845 ft.; *View), to *St. Martin's Priory*, on the S. bank of the Swale (1 M.), and to *Aske Hall* (Marquis of Zetland; 2 M. to the N.).

A road from Richmond ascends the picturesque and rugged *Swaledale (parallel with Wensleydale, p. 456) viâ the villages of (10 M.) *Reeth* (Buck) and (19 M.) *Muker* (Inn; see above) to (33 M.) *Kirkby Stephen* (p. 447).

232 M. **Darlington** *(King's Head; North Eastern*, R. from 4*s.*, D. 4*s.*; *Imperial*, R. 4*s.* 6*d.*; *Fleece; Rail. Rfmt. Rooms)*, a busy town with 44,496 inhab., is an important seat of the manufacture of woollens and carpets and the junction of lines to Bishop Auckland and the Wear Valley (p. 463), to Middlesbrough (p. 456) and Stockton (p. 456), and to Barnard Castle (Teesdale) and Tebay (see below). The 'Stockton and Darlington Railway', the first passenger-line in the country, was opened in 1825, mainly through the enterprise of *Mr. Edward Pease*, a member of a well-known Quaker family of Darlington. The first locomotive used on the line (1825) is preserved on the main platform of the Bank Top Station. The *Church of St. Cuthbert* is a fine edifice of the 12th cent., restored by Scott.

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From Darlington to Tebay, 50½ M., railway in 2 hrs. (fares 6*s.* 11*d.*, 4*s.* 3½*d.*). This line affords a convenient approach to *Teesdale* (p. 458), a picturesque valley with a fine waterfall. — The first part of the line is uninteresting. 6 M. *Piercebridge*. At (8½ M.) *Gainford* we twice cross the *Tees*. 11 M. *Winston*, about 3 M. to the S. of Raby Castle (p. 463).

16 M. **Barnard Castle** (550 ft.; *King's Head*, R. 3*s.* 6*d.*, D. from 2*s.* 6*d.*; *Raby*, R. 2*s.*, well spoken of; *Turk's Head*, R. 2*s.* 6*d.*; *Angel*, R. or D. 2*s.*, plain; *Rail. Rfmt. Rooms*), a small town with 4421 inhab., on the Tees, is the starting-point for a visit to Upper Teesdale (see p. 458). The picturesque and extensive ruined *Castle* (adm. 2*d.*), reached through the yard of the King's Head, stands on a height above the river and dates from about 1112-32. Its founder was Bernard Baliol, who also founded the church (1130). Good view

of the river from 'Richard III.'s Window'. The keep, or Baliol's Tower, is 50 ft. high. The scene of Scott's 'Rokeby' is partly laid at Barnard Castle. — The wide main street of the town ends abruptly at the river, here crossed by a foot-bridge only. The *Cleveland Walks* and *Flatt's Woods*, by the river-side, are attractive. — In Westwick Road, on the E. side of the town (reached from the main street by Newgate), stands the **Bowes Museum*, an imposing building in the French Renaissance style, containing important collections of pictures, porcelain, and other works of art (open free, 10-5; closed on Frid. & Sun.; handbook 6*d.*). The building (1869-85) and its contents are due to the munificence of the late Mr. John Bowes, of Streatlam Castle, and his wife, the Countess of Montalbo. The curator is *Mr. Owen Stanley Scott.*

First Floor. To the left are the rooms with *English*, **French*, and *German Porcelain*. To the right are *Oriental Porcelain*, *French Earthenware*, *Palissy Ware*, *Majolica*, *Silversmiths' Work*, *Ivory Carvings*, and other small works of art. — The *Sculpture Gallery*, in the middle, is still empty.

Second Floor. A room in the centre contains paintings by *Mrs. Bowes (Countess of Montalbo)* and some good furniture, mostly French. Fine view from the windows. — To the left is a pair of fine old French doors, leading to the **Picture Gallery**, which consists of three rooms. In the following selection of the best works we pass from left to right, treating the gallery as one room. Works by *Spagnoletto* and *Orrente*; *623. *L. M. Van Loo*, Louis XV.; *187. *Murillo*, St. Francis of Assisi; 45. *Fyt*, Dead game; 81. *Justus van Ghent*, Madonna; 164. *Jacobber*, Fruit and flowers; 348. *Cignaroli*, St. Margaret; 25, 76. *H. Robert*, Architectural pieces; 91. *Van de Velde the Younger*, Sea-piece; 90. *French Master*, Mme. Du Barry; 48. *School of Rembrandt*, Portrait; 483. *Stella*, Nativity; 467. *Gudin*, Sea-piece; 228. *Miranda*, Belshazzar's Feast; 354. *Reynolds*, Mrs. Thrale; 528. *P. Neefs*, Antwerp Cathedral; 666. *Mallet*, Interior; *349. *Hogarth*. Moll Davies; 323. *Trevisani*, *Card. Otto Buoni; 234. *Velazquez*, Bodegone; 74. *Brekelenkam*, Vegetable-dealer; 421. *Van Goyen*, Landscape; 371. *Murillo*, Beggar-boy; 384. *Ruysdael*, Landscape; 199. *E. Vallin*, Mlle. Biggolini; 40, 196. *Dury* and *Feyen*, Mr. and Mrs. Bowes; 347. *Maes*, Burgomaster; 24. *Mignard*, Mme. de Montespan; 482 (on a screen), *Gudin*, View near Ostend; 427. *P. Neefs*, Cathedral; 192. *Goya*, Portrait; 680 (screen), *Millet*, Peasant-woman; 186. *Sir A. More*, Catherine of Austria; 359. *Memling*, Triptych; 356. *Sassetta*, Miracle of the Sacrament; 340. *G. Reni*, Death of Lucretia; 306. *Ph. de Champaigne*, Bishop of Mechlin; 351. *Santa Croce*, Circumcision.

From Barnard Castle to Middleton-in-Teesdale, 9 M., railway in 23 min. (fares 1*s.* 3*d.*, 9*d.*). — After crossing the Tees the line diverges to the right from the main line and ascends *Teesdale* on the right bank. 3 M. *Cotherstone*, noted for its cheese; 5½ M. *Romaldkirk*, with a Perp. church. On the other side of the Tees are the village and hall of *Egglestone*. Beyond (7 M.) *Mickleton* we cross the *Lune*, descending from *Mickle Fell* (2591 ft.). — 9 M. **Middleton-in-Teesdale** (750 ft.; *Cleveland Arms*, R. 3*s.* 6*d.*, D. 4*s.*; *Talbot; Rose & Crown*), the centre of a lead-mining district. Brakes and omnibuses meet the trains to take passengers to (¾ hr.) High Force (fare 9*d.*, there & back 1*s.* 6*d.*; rail. passengers should stipulate to be brought back all the way to the station). The road ascends on the left bank of the Tees, passing (3 M.) *Newbiggin* and (½ M.) the *Winch Bridge* (a small suspension bridge among trees to the left). 5½ M. *High Force Hotel* (plain). A path beginning opposite the hotel leads to (7 min.) **High Force*, one of the highest (60 ft.) and finest waterfalls in England, in a picturesque rocky cauldron, with a chaos of basaltic crags above. — The enthusiastic walker may go on over the moors to (6 M.) *Caldron Snout*, another fall or rather series of cascades.

Excursions may be made from Barnard Castle also to *Deepdale* (see

below), *Eggleston* or *Eglistone Abbey*, *Rokeby* (open on Tues. & Frid.), *Greta Bridge*, *Raby Castle* (p. 463), *Streatlam Castle* (Earl of Strathmore; not shown), and *Staindrop* (p. 463).

From Barnard Castle to *Bishop Auckland*, see p. 463.

Beyond Barnard Castle the train crosses the *Percy Beck* and then the Tees (view of castle and town to the left). 18 M. *Lartington* lies at the entrance of the wooded *Deepdale*, which the line crosses by a viaduct 160 ft. high. We then ascend rapidly to (22 M.) *Bowes* (930 ft.; Antelope), the Roman station of *Lavatrae*, with the reputed original of *Dotheboys Hall*, a ruined keep, and the grave of 'Edwin and Emma' (in Mallett's ballad). Before (31 M.) *Barras* we reach the highest point of the line (1368 ft.), where it crosses *Stainmoor Fells*. Fine views as we descend. — At (38 M.) *Kirkby Stephen* we cross the line described at p. 447. Road hence to *Richmond*, see p. 457. — 50½ M. *Tebay*, see p. 414.

MAIN LINE (continued). From (245 M.) *Ferryhill Junction* branch-lines run to *Hartlepool* (p. 456); to *Bishop Auckland* (p. 463); and to *Coxhoe*, birthplace of Mrs. Browning (1806-61). Fine view of the cathedral and castle to the right as we reach Durham.

254 M. **Durham.** — *COUNTY HOTEL, Old Elvet, R. 4*s*., D. 4*s*.; THREE TUNS, New Elvet, an old-fashioned but comfortable house, R. 4*s*., D. 3*s*.; *ROSE & CROWN, in the market-place, R. 3*s*. 6*d*., D. from 2*s*. 6*d*. — WATERLOO, unpretending. — *Rail. Rfmt. Rooms.*

Durham, the county-town of the shire of that name and the see of a bishop, is an ancient town with 14,641 inhab., finely situated on the *Wear*. The older and more important part of the town, including the cathedral and castle, occupies an elevated tongue of land almost entirely surrounded by a horseshoe loop of the river, but the more modern quarters lie on the flatter banks to the E. and W.

Little is known of the history of Durham before 995, when the relics of St. Cuthbert were brought hither by Bishop Ealdhun, who also removed his see from Chester-le-Street to Durham (comp. pp. 463, 466). Walcher, the first bishop after the Conquest, was created Earl of Northumberland; and he and his successors for the next four centuries exercised an almost entirely independent sway over the Palatinate of Durham. 'The Prelate of Durham became one, and the more important, of the only two English prelates whose worldly franchises invested them with some faint shadow of the sovereign powers enjoyed by the princely churchmen of the Empire. The Bishop of Ely in his island, the Bishop of Durham in his hill-fortress, possessed powers which no other English ecclesiastic was allowed to share' (Freeman). At a later period Durham suffered severely from the inroads of the Scottish borderers.

The pleasantest way to reach the cathedral from the hotels is to follow the New Elvet and Church St. to (5 min.) *St. Oswald's Church*, cross the churchyard to the right of the church, and follow the pretty wooded walk called the 'Banks' to (8 min.) the *Prebend's Bridge*. After crossing the bridge we turn to the left, and either ascend the direct path by the ancient Guest Hall to the S. front of the cathedral, or follow the stream for 5 min. more, then ascend the stepped path to the right to the Palace Green and the N. side of the cathedral.

***Durham Cathedral**, dedicated to Our Lord and St. Mary the Virgin, and locally known as the *Abbey*, is one of the most important and most grandly situated of English cathedrals. The general effect, however, has been impaired by the chipping away of the stone during Wyatt's restoration (see below). The distant views are the best. The cathedral is 510 ft. long, 80 ft. wide, 170 ft. across the transepts, and 70 ft. high. The *Central Tower*, the top of which commands a most extensive view, is 214 ft. high; the *W. Towers*, 138 ft.

When the monks of Lindisfarne, attracted probably by its capability of defence, fixed upon Durham as a resting-place for St. Cuthbert's remains (see p. 459), they built a church here for the reception of the relics, and this edifice was consecrated in 999. To replace this *Bishop William of St. Carileph*, the second bishop after the Norman Conquest, began a new and larger church, and seems to have completed the *Choir* (1093-6) and to have begun the *Transepts* and *Nave*. These, together with the *Chapter House*, also in the Norman style, were all finished by 1140; the *Galilee*, sometimes called the Lady Chapel, about 1175; the *E. Transept* or '*Nine Altars* (E.E.), replacing the Norman apse, in 1242-80. The *Cloisters* and the upper part of the *Central Tower* are Perp. (1400-90), but the original refectory on the S. side of the cloisters was rebuilt as the *Library* between 1661 and 1684. A destructive restoration was carried out by *Wyatt* (comp. pp. 105, 190) in 1778-1800, sweeping away many ancient details, and spoiling the exterior by scraping. More recently extensive alterations in doubtful taste were carried out by Scott.

***Interior** (adm. to Choir and Galilee 6*d.*, to the Tower 3*d.*). We enter the cathedral by the *N. Portal*, consisting of five recessed arches in the late-Norman style, surmounted by incongruous (modern) pinnacles. To the door is affixed an ancient grotesque knocker, which was sounded by malefactors seeking sanctuary at the shrine of St. Cuthbert. The nave is open throughout the day, but application must be made to the verger for admission to the choir, Galilee, etc. On entering the *Nave, we at once realize the strength of the claim that is made for Durham as the grandest Norman building in the country (comp. p. xlii). The effect produced is one of great solemnity; Dr. Johnson describes it as making on him an impression of 'rocky solidity and indeterminate duration'. The full length of the building is seen in an unbroken view. The arches of the nave are borne alternately by massive circular piers, adorned with deep incised lines forming zigzag and lattice-work patterns, and by square piers, with subordinate shafts. The vaulting is late-Norman work. The various portals also should be noticed. On the pavement, between the second pair of piers (beginning from the W. end), is a blue marble cross, marking the limit beyond which women were not allowed to pass. Among the few monuments in the nave the most interesting are those of the *Nevilles*, now in a very dilapidated condition, on the S. side, near the E. end. — The *W. Doorway* of the nave, formerly the main entrance to the cathedral, now leads to the *Galilee†, a fine example of Transition Norman (ca. 1175), with later alterations, including the windows. Its effect, as has often been said, is almost Saracenic (comp. p. xliii). To the S. of the main entrance are traces of the *Shrine of the Venerable Bede* (d. 735), whose remains lie below the slab in front, with the inscription: 'Hâc sunt in fossâ Bædæ venerabilis ossa'. On the other side was an altar to 'Our Lady of Pity', in a recess adorned with frescoes, which still remain. Bishop Langley (1406-37) blocked up the main door and erected an *Altar to the Blessed Virgin* in front of it, below which is his own tomb.

The Great Transepts were erected shortly before the nave, which they resemble; the large windows are of later insertion. The E. aisles were each occupied by three altars. In the S. arm is a *Statue of Bp. Barrington*

† So called from an allusion to 'Galilee of the Gentiles', as being less sacred than the rest of the church; comp. pp. 480, 493.

Nine Altars
Bp. Milderi
High Altar
Bishop's Throne
CHOIR
Choir Screen
N. Transept
Central Tower
S. Transept
Bp. Barrington
Cemetery of the Monks and Priors
Crypt
Deanery formerly Prior's
Chapter House
Prior's Door
NAVE
Neville Chapel
Cloisters
Lavatory
Old Library formerly Refectory
Kitchen
N. Portal
Font
New Library formerly Dormitory
Altar
Bede's Shrine
Galilee
Garden
Prebendal Houses
URHAM CATHEDRAL
Feet
Metres

(d. 1826), by Chantrey. — The CENTRAL TOWER is borne by four huge clustered piers; round the interior of the lantern runs an open parapet resting on grotesque corbels. The staircase to the top is reached from the S. transept.

The *CHOIR is separated from the nave by a screen designed by Scott. In general aspect it is like the nave, though there are numerous variations in detail, such as the spiral grooves round the circular piers and the disposition of the clerestory. The vaulting dates from about 1300. The *Altar Screen* was erected in 1380, and the *Stalls* in 1660-72. The **Episcopal Throne* was erected by Bishop Hatfield (1345-81), to serve also as a tomb for himself. Behind the reredos is the *Feretory of St. Cuthbert*, on which his shrine stood. His remains still lie below it. The Norman choir and choir-aisles each originally ended in an apse, the place of which has been taken by the so-called 'NINE ALTARS', or E. TRANSEPT, a graceful erection of about 1230-80, showing the transition from E.E. to geometrical Decorated. The way in which this elaborate Gothic work is united with the massive Norman of the choir is marked by great constructive ingenuity and artistic sense. The nine altars were ranged along the E. wall. The arcade beneath the windows, and indeed all the details, deserve careful inspection. The poor tracery and glass of the rose-window are modern. At the N. end is a *Statue of Bishop van Mildert*, the last Prince Palatine (d. 1836), by Gibson. The 18th cent. sculpture of a cow, on the outside (N.) of this transept, commemorates the legend that the monks of Lindisfarne were led to the site of the cathedral by a dun cow.

The CHAPTER HOUSE (entered from the cloisters), which was undoubtedly the finest Norman room (1135-40) of the kind in England, was destroyed by Wyatt (p. 460), but has been restored in accordance with the original design as a memorial to Bishop Lightfoot. It now forms a chamber 77 ft. long and 36 ft. wide, with a semicircular apse at the E. end. The W. part alone belonged to the original structure, in which the ancient Bishops' Seat of stone, discovered among the foundations, has been replaced. — Through the **Prior's Door* (late-Norman) at the E. end of the S. aisle of the nave, we enter the CLOISTERS (1368-1498). The window-tracery was renewed during the 18th century. In the centre of the cloister-garth is the *Monks' Lavatory*.

The DOMESTIC BUILDINGS of the Benedictine Monastery still remain in excellent order. To the S.E. of the cloisters is the *Priory* (now the *Deanery*). On the W. the cloisters are adjoined by the *Dormitory* (ca. 1400), now the *New Library*, a magnificent room, almost in its original condition. To the S. of the cloisters is the *Refectory*, now known as the *Old Library*, which contains several valuable MSS. and the interesting relics found in the coffin of St. Cuthbert (see above) in 1827, including remains of Anglo-Saxon vestments described by Mr. Street as 'perhaps the most exquisitely delicate work in existence'. The early-Norman *Crypt* below this room is older than any part of the cathedral itself. The *Monks' Kitchen*, adjoining the S.E. corner of the Dormitory, is a fine octagonal structure of about 1380. The *Great Gateway* on the E. side of the Abbey Yard, dates from about 1500.

To the N. of the cathedral, on the other side of the *Palace Green* and on the neck of the peninsula, rises the **Castle** (adm. for 1-3 pers. 1*s.*), originally erected by William the Conqueror in 1072, rebuilt by Bishop Pudsey (Hugh de Puiset; 1153-95), and subsequently added to and altered. It is now occupied by *University College*, a part of DURHAM UNIVERSITY, established in 1833.

The most interesting part of the interior is the Norman work of Bishop Pudsey, including a fine arcade and a *Doorway resembling the Prior's Door in the cathedral (see above). These are now seen in *Tunstall's Gallery*, built in front of Hugh's work by Bp. Tunstall (1530-58), to whom is due also the *Chapel*, which contains carved oak stalls of earlier date. The upper portion of Pudsey's work is called the *Norman Gallery*, now mainly

occupied by students' rooms, was rebuilt in 1840; the staircase to it begins in the original *Norman Chapel* or *Crypt* (11th cent.), the earliest part of the Castle now extant.

Most of the other buildings round Palace Green also belong to the University. On the W. side are the *Exchequer and Bishop Cosin's Library*. — Besides University College the University comprises *Hatfield Hall*, in the North Bailey, and a house for women students.

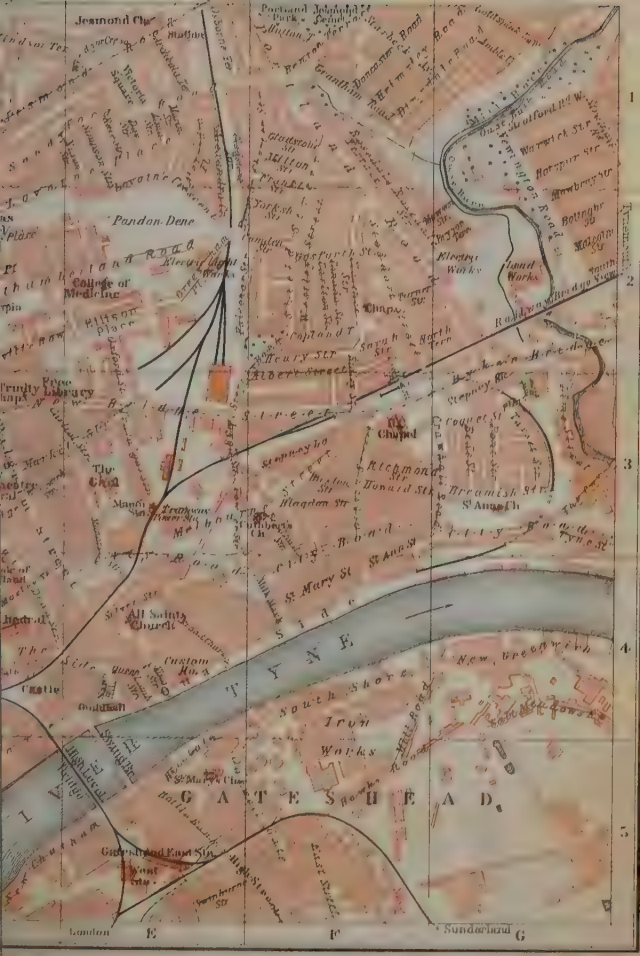
In the South Bailey, near the cathedral, is the curious little church of *St. Mary the Less* (12th cent.), lately almost entirely rebuilt. Following the same street towards the S., we reach the *Water Gate* and a fragment of the old *City Wall*. — In the Market Place, to the N. of the castle, are the *Town Hall*, the modern *Church of St. Nicholas*, a *Memorial Fountain*, and a *Statue of the Marquis of Londonderry*. From this point Silver St. leads to the S. to *Framwellgate Bridge* (rebuilt in the 15th cent.), which affords a fine view of the cathedral and castle. Beyond the bridge King Street and North Road (with the *Durham Miners' Hall*) ascend to the station. In the Old Elvet are the *County Council Buildings* (1898).

Environs. A pleasant short excursion may be made to *Finchale Priory* 4 M. to the N. (4½ M. by the highroad). We cross the Framwellgate Bridge and follow the Framwellgate to the right. At the (¼ M.) end of this street we bend to the right and take the road along or near the river which soon becomes a green lane and finally a field-path. After about ½ M. we see to the right, on the other side of the river, the red-tiled *Kepier Hospital* (12th cent.), with its picturesque gateway. After ¼ M. more we turn to the left, ascending towards a farm, which we leave to our left, passing through a wicket-gate. We then cross a (7½ min.) stile into a lane, leading to (7 min.) a row of cottages, just beyond which we cross the railway, at the *Brasside Brick & Tile Works*. We then follow the road, which bends to the left, to the (½ M.) cross-roads, where a guide-post indicates the way to (1 M.) *Finchale Priory. The ruins, which are in the Dec. style (13th cent.), are charmingly situated on the bank of the *Wear*, 1 M. to the W. of the railway-station of *Leamside* (see below).

In the opposite direction (4½ M. to the S.W.) lies **Brancepeth Castle**, the ancient seat of the Nevilles. Adjacent is the curious old *Church of St. Brandon*. The direct road passes (¾ M.) *Neville's Cross*, erected by Lord Neville to commemorate his defeat and capture of David II. of Scotland in 1346. — To the S. lie the *Maiden Castle* (a Roman or Saxon earthwork), *Mountjoy* (where the monks of Lindisfarne first halted), the manor-house of *Houghall*, visited by Oliver Cromwell, and the (3 M.) *Moated Grange of Butterby*. — Other points of interest are *Sherburn Hospital* (1181), 2½ M. to the E.; *Ushaw Roman Catholic College*, 3½ M. to the W.; and *Langley Hall*. Excursions to *Raby Castle* (p. 463), *Chester-le-Street*, etc.

From Durham to Sunderland, 14 M., N.E. Railway in 22-50 min. (fares 2*s*., 1*s*. 3*d*.). — The first station is (4 M.) *Leamside*, near Finchale Priory (see above). — 14 M. **Sunderland** *(Queen's; Walton's; Grand; Empress; Rail. Rfmt. Rooms)*, a busy seaport and outlet for a large coal-district, lies at the mouth of the *Wear* and contains (1908) 157,700 inhabitants. Its iron ship-building yards are important. An electric tramway crosses the lofty Wearmouth Bridge to the suburbs of Monkwearmouth and (1½ M.) Roker. At *Monkwearmouth* is the interesting priory-church of *St. Peter*, which claims to have been the first church with glass windows in England. The *Pemberton Coal Mine* here is said to be the deepest in the world (2286 ft.). — *Roker-on-Sea* is a popular seaside resort, with a long pier. A stone cross erected in 1904 on *Roker Point* commemorates the Venerable Bede (p. 460). Sunderland is connected by railway with Newcastle, South Shields, Hartlepool, etc.

Wagner & Debes Geogl Estabt Leipzig


Jesmond Ch
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Sandgate
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Maddon St
Hillgate
Portland Terrace
Portland Place
Grantham Terrace
Grantham Road
Gloucester Terrace
Gloucester Street
Hilton Terrace
Hilton Place
Hilton Street
Hilton Road
Victoria Square
Victoria Terrace
Victoria Road
Victoria Bridge
Victoria Tunnel
Victoria Viaduct
Railway
Railway Arches
Railway Terrace
Railway Street
Railway Place
Railway Road
Railway Works
Railway Tunnel
Railway Bridge
Railway Station
Railway Goods Station
Railway Engine Shed
Railway Turntable
Railway Signal Box
Railway Water Tank
Railway Coal Drop
Railway Cattle Pens
Railway Weighbridge
Railway Office
Railway Cottages
Railway Gate
Railway Crossing
Railway Bridge
Railway Tunnel
Railway Viaduct
Railway Embankment
Railway Cutting
Railway Siding
Railway Sidings
Railway Junction
Railway Terminus
Railway Depot
Railway Workshops
Railway Foundry
Railway Boiler Shop
Railway Carriage Works
Railway Wagon Works
Railway Locomotive Works
Railway Repair Shop
Railway Paint Shop
Railway Smithy
Railway Stores
Railway Clerks' Office
Railway Inspector's Office
Railway Superintendent's Office
Railway Engineer's Office
Railway Traffic Office
Railway Booking Office
Railway Waiting Room
Railway Refreshment Room
Railway Ladies' Waiting Room
Railway Gentlemen's Waiting Room
Railway Parcels Office
Railway Left Luggage Office
Railway Cloak Room
Railway Lost Property Office
Railway Enquiry Office
Railway Information Office
Railway Timetable Office
Railway Ticket Office
Railway Platform
Railway Island Platform
Railway Bay Platform
Railway Through Platform
Railway Terminal Platform
Railway Overbridge
Railway Underbridge
Railway Footbridge
Railway Level Crossing
Railway Gate Keeper's House
Railway Signal
Railway Semaphore Signal
Railway Distant Signal
Railway Home Signal
Railway Starting Signal
Railway Advanced Starting Signal
Railway Shunting Signal
Railway Ground Signal
Railway Disc Signal
Railway Lamp
Railway Lamp Post
Railway Lamp Room
Railway Lamp Glass
Railway Lamp Wick
Railway Lamp Oil
Railway Lamp Trimmer
Railway Lamp Lighter
Railway Lamp Extinguisher
Railway Lamp Bracket
Railway Lamp Iron
Railway Lamp Chimney
Railway Lamp Shade
Railway Lamp Reflector
Railway Lamp Burner
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Railway Lamp Soot
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Railway Lamp Cinder
Railway Lamp Coal
Railway Lamp Gas
Railway Lamp Electricity
Railway Lamp Battery
Railway Lamp Dynamo
Railway Lamp Switch
Railway Lamp Fuse
Railway Lamp Wire
Railway Lamp Cable
Railway Lamp Insulator
Railway Lamp Earth
Railway Lamp Circuit
Railway Lamp Short Circuit
Railway Lamp Overload
Railway Lamp Underload
Railway Lamp Voltage
Railway Lamp Current
Railway Lamp Resistance
Railway Lamp Power
Railway Lamp Energy
Railway Lamp Work
Railway Lamp Heat
Railway Lamp Light
Railway Lamp Sound
Railway Lamp Vibration
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From Durham to Bishop Auckland, 10½ M., N.E. Railway in 20-30 min. (fares 1*s.* 7*d.*, 11*d.*). — 4½ M. *Brancepeth*, see p. 462. — 10½ M. **Bishop Auckland** (*Talbot; Wear Valley; Rail. Rfmt. Rooms*), an ancient town on the *Wear*, with 11,966 inhab., has its name from *Auckland Castle*, the large palace of the Bishops of Durham, with an extensive park (open). The stained-glass windows of the bishop's chapel contain portraits of Bishop Westcott, Abp. Benson, etc. To reach the palace we follow the main street (South St.) from the rail. station to (10 min.) the market-place, where the gateway is seen to the right. — *Raby Castle*, 7 M. to the S.W., a stately castellated pile of the 14th cent., long the seat of the Nevilles, now belongs to Lord Barnard. It contains a fine collection of paintings (adm. occasionally on written application). At the foot of the park is the interesting church of *Staindrop*. — About 1½ M. to the N.W. of Bishop Auckland is the interesting church of *Escomb* (see p. xxxix).

From Bishop Auckland a line runs to the N. to (21½ M.) *Blackhill* and (27 M.) *Newcastle* (see below) viâ (3½ M.) *Wear Valley Junction*, whence a branch ascends the valley of the *Wear*, viâ *Stanhope* (Phœnix, R. 2*s.*, D. 3*s.*), to (25½ M.) *Wearhead*. — Another line runs from Bishop Auckland to (15 M., in ½-¾ hr.; fares 2*s.* 2*d.*, 1*s.* 3*d.*) *Barnard Castle* (p. 457).

Beyond (257 M.) *Plawsworth* we see (to the right) *Lumley Castle* (Earl of Scarbrough). — 259 M. **Chester-le-Street** (*Lambton Arms*), an ancient town, probably on the site of the Roman *Condercum*. After the flight from Lindisfarne (see pp. 466, 459) Chester-le-Street was the seat of the bishop of Bernicia for 112 years (883-995). — On a hill in the distance, to the right, appears a monument in the form of a Greek temple to the first Earl of Durham (d. 1840). *Lambton Castle* (Earl of Durham) is in the vicinity. — Near (264 M.) *Lamesley* is *Ravensworth Castle* (Earl of Ravensworth), a fine baronial mansion. — Beyond (266 M.) *Bensham* we traverse the W. portion of Gateshead (see below), cross the *Tyne* by **King Edward Bridge*, and enter the Central Station at Newcastle.

King Edward Bridge, opened in 1906, crosses the river in four spans with a total length of 1150 ft., leaving a clear headway of 83 ft. at high-water. — Local trains from Durham to Newcastle proceed from Bensham to (265 M.) *Gateshead West* and, after crossing the river by the old High Level Bridge (p. 464), enter the Central Station from the opposite side. **Gateshead** (128,400 inhab. in 1898), a large and uninteresting manufacturing town on the S. bank of the Tyne, practically forms part of Newcastle.

271 M. **Newcastle.** — **Hotels.** *Station Hotel (Pl. a; D, 4), R. 4*s.*, D. 3*s.* 6*d.*; Grand (Pl. b; D, 2); Métropole (Pl. c; C, 4); Crown (Pl. d; C, 4); Douglas (Pl. e; C, 4), R. 4*s.*, L. 2*s.* 6*d.*; County (Pl. f; C, 4), R. 4*s.*, D. 3*s.* 6*d.*; Central Exchange (Pl. g; D, 3); Turk's Head (Pl. h; D, 4); Bewick (Pl. m; C, 4), building; York Temperance (Pl. i; C, 4), R. 3*s.*; Clarendon Temperance, Clayton St.; Tyne Temperance (Pl. k; D, 3), Hood St.

Restaurants. *Empire*, *Royal Exchange*, Grey St.; *Royal Café*, Bigg Market; *Northumberland*; *Guildhall*. — *Rail. Rfmt. Rooms.*

Electric Tramways run through the chief streets and radiate to *Gosforth*, *Scotswood*, *Elswick*, *North Shields*, *Wallsend*, *Jesmond*, etc., the chief central terminus being at the *Central Station* (Pl. C, 4). — Cab from the station to the town 1*s.*; omn. 6*d.*

Theatres. *Royal* (Pl. D, 3), Grey St.; *Tyne* (Pl. C, 4), Westgate Road. — **Music Halls.** *Empire*; *Pavilion* (Pl. C, 4); *Palace* (Pl. C, D, 2).

American Consul, *Horace W. Metcalf*, 6 Grey St.

Newcastle-upon-Tyne, a busy city, with (1908) 277,250 inhab., lies on the left bank of the *Tyne*, 9 M. from its mouth, and

owing to its situation in an extensive coal-field, is one of the chief coal-shipping ports of Great Britain. It has also large ship-building yards (see p. 465) and manufactories of locomotives and iron goods.

Newcastle, which occupies the site of *Pons Ælii*, a station on the Roman wall (p. 467), was in the Saxon period named *Monk Chester*, from the number of its monastic institutions. It was also visited by numerous pilgrims to the Holy Well of Jesus Mount (Jesmond, see p. 465). The present name dates from the erection of the castle by Robert Curthose see below). Since 1882 Newcastle has been the see of a bishop.

On platform No. 9 of the *Central Station* (Pl. C, 4) is preserved 'Stephenson's No. 1 Engine'. On issuing from the station we see in front of us, to the left, *St. Mary's Roman Catholic Cathedral* (Pl. C, 4), a handsome modern building. We turn to the right, pass the *Statue of George Stephenson* (d. 1848; Pl. D, 4), and proceed through Collingwood St. At the end of this street, to the left, is the *Town Hall* (Pl. D, 4). To the right is the ***Church of St. Nicholas** (14th cent.; Pl. D, 4), with a fine 15th cent. lantern-tower (194 ft.).

St. Nicholas was raised to cathedral rank in 1882 (daily services at 8 and 5). — Among the monuments in the interior are those of a *Crusader* (14th cent.), behind the monument of *Dr. Bruce*, in the 'Bewick Porch' off the S. aisle; *Sir Matthew Ridley* (d. 1813), by Flaxman (N.W. pier at cross); *Admiral Collingwood* (S.W. pier at cross); and *Bishop Lloyd* (d. 1907; N. of choir). At the back of the altar is a painting ascribed to *Tintoretto*. *John Knox* and *George Wishart* were both for a time afternoon lecturers at this church. — Manchester Buildings in St. Nicholas Churchyard occupy the site of the workshop of *Thomas Bewick* (tablet; comp. p. 465).

On leaving the church we turn to the left and follow St. Nicholas Buildings to the *Black Gate* (Pl. D, 4), built in 1248, and originally one of the gates in the wall surrounding the Castle; the upper story contains a collection of antiquities (10-5; 3*d*.). The **Castle** (Pl. D, 4) was founded in the 11th cent. by Robert Curthose (p. 208), but the *Keep*, the only part remaining, dates from 1172-7.

The Keep (adm. 6*d*.) is 85 ft. high (to the top of the turret 107 ft.), and its walls are 12-18 ft. thick. We reach the interior by ascending an outside staircase. The finest room is the Norman **Chapel*, in the basement; but the rooms now containing the library of the Antiquarian Society, the *Great Hall*, the *Well Chamber*, etc. are interesting also. The roof affords a good *View of Newcastle.

We may now cross the river by the ***High Level Bridge** (Pl. D, E, 5; toll $^1/_2$*d*.), a triumph of engineering skill, designed by Robert Stephenson. The upper level, 112 ft. above high-water mark, is used by the railway, and from it is hung the roadway. The bridge, opened in 1850, cost nearly 500,000*l*.

Recrossing the Tyne by the *Swing Bridge* (Pl. E, 5, 4), just below the High Level Bridge, we proceed through the *Sand Hill*, in which, to the right, stands the old *Guildhall* (Pl. E, 4), now used as a commercial exchange.

Above No. 41 (tablet), on the other side, is a window, marked by a blue pane, through which Miss Surtees escaped in 1772, to elope with her lover, John Scott Eldon, afterwards Lord Chancellor of England.

From the end of the Sand Hill we ascend to the left, through the *Side* (Pl. E, 4), the picturesqueness of which is being modernized out of existence, and pass through Dean St. (to the right)

to Grey Street (Pl. D, 3, 4), one of the chief thoroughfares of Newcastle. To the left is the *Bank of England* (Pl. D, 4), to the right the *Theatre Royal* (Pl. D, 3). At the top of the street is a *Monument to Earl Grey* (d. 1845).

A tablet at No. 53 Grainger St., leading hence back to the station, commemorates visits of *Garibaldi* (1864), *Kossuth* (1856), and *William Lloyd Garrison* (1876).

Crossing Blackett St. we now proceed by Northumberland St. and Barras Bridge to the (1/2 M.) **Museum** (Pl. D, 1), containing good cabinets of birds and fossils of the coal-measures, and a complete collection of the prints of the Northumbrian *Bewick* (d. 1828).

The *Central Public Library* (Pl. D, E, 3) contains an interesting *Bewick Collection*, comprising books illustrated by the famous engraver, original drawings, blocks, copper-plates, and personal relics (free daily, 3-5 p.m.). Immediately adjoining is the *Laing Art Gallery*, with loan collections (free). — In Bath Road, diverging to the right from Northumberland St., is the *Medical School of Durham University* (Pl. E, 2). — College Road, leading to the left at the beginning of Barras Bridge, contains the *College of Science* (Pl. C, D, 1), a little to the S.W. of which is the large *New Infirmary* (Pl. C, 1, 2). At 33 Eldon Place, the next opening on the left, George and Robert Stephenson lived in 1824-5 (tablet). — In *Elswick Hall*, in *Elswick Park*, 1 M. to the W. of the station (beyond Pl. A, 4), is an interesting collection of models of works by *Lough* and *Noble* (catalogue 3*d.*).

Those whose time allows should go on through the Jesmond Road (tramway, see p. 463) to (1 M.) Jesmond Dene (comp. Pl. E, F, 1), a prettily wooded little glen, now laid out as a public park. The remains of the *Pilgrimage Chapel* (see p. 464) stand on the edge of the valley. *Jesmond Church* (*St. George's;* Pl. E, 1) is the finest modern church in Newcastle (mosaics; bronze statue of St. George). We may return across the *Town Moor*. — A visit may be paid (personal introduction necessary) to the Armstrong Ordnance Works, Steel Works, and Shipbuilding Yard, at *Elswick*, 2 M. to the W. of Newcastle (rail. stat.), which employ 25,000 work-people. — A *Rowing Regatta* on the Tyne should be seen if possible.

A steamboat-trip (fare 6*d.*) may be taken down the Tyne to *Tynemouth*. In spite of the colour of the water, Tyne salmon have a great reputation for delicacy of flavour. Among the stopping-places are *Wallsend*, so-called from its position at the end of the Roman Wall (p. 467) and famous for its coal; *Jarrow*, with a few fragments of the monastery of the Venerable Bede; *North Shields* (Northumberland Arms. R. 3*s.*, D. 2*s.* 6*d.*); and South Shields (*Royal; Golden Lion;* 97,267 inhab.), two important seaports. — Tynemouth (*Grand*, R. 4*s.*, D. 3*s.* 6*d.*; *Bath; Royal; County*. Westhoe, R. or D. 2*s.* 6*d.*) is frequented for sea-bathing (51,514 inhab.). The ruins of the *Priory* (11th cent.) are interesting. — The return to Newcastle may be made by railway. — We may also make an excursion up the river to *Hexham* (p. 468) and *Gilsland* (p. 467).

Electric Trains run at frequent intervals from the *Central Station* to *North Shields*, *Tynemouth*, *Whitley Bay*, *Monkseaton*, etc., returning viâ *Backworth* and *Benton* to *Manors North Station* (1 hr. for the round).

From Newcastle to *Carlisle*, see R. 53; to *Blackhill* and *Bishop Auckland (Wear Valley)*, see p. 463. A railway also runs from Newcastle to *Sunderland* (p. 462).

The train traverses the city of Newcastle, passing (27 1/2 M.) *Manors East Station* (Pl. E, 3).

At (27 7/2 M.) *Killingworth* George Stephenson made his first locomotive (see p. 464). — 287 M. **Morpeth** *(Queen's Head; Black Bull)* is a small town (6158 inhab.) with the scanty ruins of a Norman castle and a curious clock-tower. —

Branch-lines run hence to the S.E. viâ *Bedlington* and *Newsham* (junction for *Blyth*) to *Backworth* (p. 465), and to the W. to *Scot's Gap* (1 M. to the S. of which is *Cambo*, with the 'Wesley Tree') and *Reedsmouth*. From Scot's Gap a line runs to *Rothbury* (County, R. 2*s.* 6*d.*, D. 3*s.* 6*d.*, pens. 8*s.* 6*d.*; Queen's Head), a health-resort beautifully situated on the *Coquet*. Near it are Lord Armstrong's mansion and grounds of Cragside (visitors admitted).

Beyond this point the sea is generally visible to the right. About $1^1/_4$ M. to the right of (303 M.) *Warkworth* (Sun, R. 3*s.* 6*d.*, very fair) is ***Warkworth Castle**, an excellently-preserved feudal fortress (12-14th cent.), near the mouth of the *Coquet*. From the castle visitors are rowed (2*d.* each) to *Warkworth Hermitage*, which figures in the Percy Reliques. — $305^1/_2$ M. *Alnmouth*. The village (Schooner), at the mouth of the Alne, 1 M. to the E. of the station, is a pleasant watering-place, with golf-links.

From Alnmouth to Coldstream, 39 M., branch-railway in 2-$2^1/_2$ hrs. Carriages changed at Alnwick. — 3 M. **Alnwick** (*White Swan*, pens. 8*s.*) is a town of 6716 inhab., on the *Alne*. ***Alnwick Castle**, the seat of the Duke of Northumberland, one of the finest feudal piles in England, has been restored, and contains interesting paintings and antiquities. The oldest part is the Norman gateway (12th cent.). Adm. on application; gardens open 11-4 on Thurs.; passes for *Hulme Park* and *Abbey*, 2 M. to the N.W., on application at the estate-office. — About $5^1/_2$ M. to the S.E. of (25 M.) **Wooler** (*Cottage Hotel* or *Tankerville Arms*; *Black Bull*, R. 2*s.* 6*d.*; *Wheatsheaf*; *Henderson's Temperance Hotel*) is *Chillingham Castle*, the seat of Earl Tankerville; the park formerly contained a herd of wild white cattle. Visits may be paid hence also to *Ford Castle* and to the battlefields of *Flodden* (p. 514), *Hedgeley Moor*, and *Homildon Hill*. *Cheviot Hill* (2676 ft.), 7 M. to the S.W., is easily ascended viâ (6 M.) *Langleaford*. — $27^1/_2$ M. *Akeld*. On the top of *Yeavering Bell* (ca. 2000 ft.), $1^1/_2$ M. to the W., are some interesting British remains. — 39 M. *Coldstream* (p. 514).

About 3 M. to the E. of (314 M.) *Christon Bank* are the ruins of *Dunstanburgh Castle*. — From (317 M.) *Chathill* a light railway runs to (4 M.) *Sea Houses*, the nearest station to Bamburgh and the starting-point for a visit to the *Farne Isles* (boat about 20*s.*).

The largest of these islands was St. Cuthbert's home for nine years. The *Long Stone Lighthouse*, on the easternmost isle, was the scene of *Grace Darling's* heroism in 1838. — On the mainland, opposite the Farne Isles ($1^1/_2$ M. from Sea Houses), is *Bamburgh* (Victoria; Crewe Arms). **Bamburgh Castle**, on the site of a Saxon stronghold, which perhaps replaced a Roman station, now belongs to Lord Armstrong. Lancelot's castle of *Joyous Gard* is usually identified with Bamburgh or Alnwick. Bamburgh churchyard contains a memorial of Grace Darling.

320 M. *Lucker*; $322^1/_2$ M. *Belford*, the most convenient main-line station for Chillingham and Bamburgh (but see above). — $329^1/_2$ M. *Beal* is the station for **Lindisfarne**, or *Holy Island (Inns)*, which is $1^1/_2$ M. from the mainland by boat at high-water, and may be reached also by land at low water ($3^1/_2$ M.). Driving (trap ordered beforehand from the postmaster at Holy Island, 8*s.* there and back) is preferable to crossing the wet sands on foot.

Lindisfarne Abbey was originally founded in the 7th cent. by *St. Aidan*. *St. Cuthbert* afterwards became Bishop of Lindisfarne and died here in 687. In 883 the monks of Lindisfarne left the island, through fear of the Danes, taking with them the relics of the saint, which found a final resting-place at Durham (comp. pp. 459, 461). Visitors will remember the description of Lindisfarne in 'Marmion' and the fate of the nun Constance. The ruins belong to the *Priory Church*, which was erected

towards the close of the 11th cent., on the site of the ancient church and in imitation of Durham Cathedral. The small *Castle* dates from about 1500.

331½ M. *Goswick* has an excellent golf-course. 334 M. *Scremerston;* 336½ M. *Tweedmouth Junction* (Union Hotel), on the S. bank of the *Tweed*. The train then crosses the Tweed by a fine viaduct, 720 yds. long and 126 ft. above the water.

337½ M. **Berwick-upon-Tweed** (*King's Arms*, R. 4s., D. 3s. 6d., omn. 1s., very fair; *Red Lion*, R. 3s. 6d., D. from 2s. 6d.; *Avenue Temperance*, R. or D. 2s.; *Rail. Rfmt. Rooms*), an old town with 13,437 inhab., at the mouth of the *Tweed*, was for ages a constant object of contention between England and Scotland, while it is still regarded as a neutral county, belonging officially to neither of these countries. Parts of the old walls, begun in 1560, with a tower and gateways, still remain.

The suburb of *Spittal* (Roxburgh) is frequented for sea bathing. — The Tweed, like the Tyne (p. 465), is famous for its salmon, and about 150 tons of this fish are annually sent off to London and elsewhere.

From Berwick to *Edinburgh*, see R. 64 b. — Branch-lines also run from Berwick to *Jedburgh* (p. 514), *Kelso* (p. 514), and *Melrose* (p. 515).

53. From Carlisle to Newcastle.

60½ M. Railway in 1½-2½ hrs. (fares 8s. 1d., 5s.). This line descends the picturesque and interesting valley of the Tyne (*Tyne Dale*), running roughly parallel with the course of the *Great Roman Wall* (see below).

Carlisle, see p. 415. — 3½ M. *Wetheral*, in the valley of the *Eden*, with a ruined priory. Opposite (bridge ½*d.*; ferry 1*d.*) is *Corby Hall*, a modernized baronial mansion, containing a fine art-collection. The beautiful walks in *Corby Woods*, praised by David Hume, are open to visitors on Wed. (6*d.*). — 11 M. *Brampton* (Lanercost Temperance Hotel, pens. 4s. 6d.). — 12½ M. *Naworth* (inn).

*Naworth Castle, the fine baronial residence of the Howards (Earl of Carlisle), about ½ M. to the N., is most intimately associated with 'Bold Will Howard', Lord Warden of the Marches in the first half of the 17th cent., who is described in Scott's 'Lay of the Last Minstrel'. The castle contains ancient armour, tapestry, and portraits (open 2-5; fee). — About 1 M. to the N. of Naworth Castle are the picturesque ruins of Lanercost Priory, an Augustine foundation of the 12th century. The restored nave of the priory-church is now the parish-church. — The road goes on via *Coome Crags* to Gilsland Station (see below; 8 M. in all).

18½ M. *Gilsland* (Station Inn, R. 2s. 6d., plain) is the station for **Gilsland Spa** (700 ft.; *Orchard House*, 35-49s. per week, between the village and the Spa), pleasantly situated 1¼ M. to the N. (omn. 6*d.*). Its sulphur and chalybeate springs and the pretty scenery attract visitors in search of a quiet watering-place.

Sir Walter Scott has immortalized the district in 'Guy Mannering'. A cottage in the village is said to occupy the spot of the *Mumps Ha'*, in which Dandie Dinmont met Meg Merrilies. — In the wooded **Valley of the Irthing*, in which the sulphur well lies, are pointed out the 'Popping Stone', where Sir Walter Scott is said to have proposed to Miss Charpentier, and the 'Kissing Bush', where he sealed the compact. The Spa Hotel (formerly Shaws) now belongs to the Newcastle Convalescent Home.

Gilsland station is one of the most convenient points whence to visit the **Great Roman Wall**, which was constructed across the N. of England,

from Bowness on the Solway Firth, to the W. of Carlisle, to Wallsend (p. 465), on the Tyne near Newcastle, a distance of 73½ M. This huge fortification consisted of a *Vallum*, or series of earthen ramparts, running to the S. of a *Stone Wall* or *Murus*, while between these two lines of defence ran the great military road. Authorities differ as to the date of the Vallum and Murus, but the latter is now generally regarded as the work of Emp. Hadrian (A.D. 117-38), while the former may perhaps be older. The stone wall, 8 ft. thick and about 20 ft. high, was guarded by 28 *Military Stations*, garrisoned by cohorts of Roman soldiers. At intervals of a mile were *Forts* (81 in all), to contain 100 men each, and between each pair of forts were four watch-towers. The sites of 19 of the stations have been identified, but the extant remains are remarkably meagre. — At *Birdoswald*, 2 M. to the S.W. of Gilsland Station, are the remains of *Amboglanna*, one of the largest stations (5½ acres; adm. 6*d.*), adjoined on the W. by a very complete fragment of the wall. To Naworth, see p. 467. The archæologist will find much to interest him in following the line of the Roman wall from this point eastwards viâ *Thirlwall Castle* to (8 M.) **Borcovicus*, the most perfect station on the wall, situated at *Housesteads* (see below), and thence on to (8 M.) *Cilurnum*, within a mile of *Chollerford* railway-station (see below). Cilurnum is situated in the grounds of *Chesters* (open Tues. & Sat. only), at the lodge of which is a *Museum* of antiquities discovered near the Wall. A little to the E. of Cilurnum are the foundations of the great Roman bridge over the Tyne, which has here changed its course since antiquity. Farther to the E. the main road to Newcastle runs on the foundations of the Wall.

23½ M. *Haltwhistle* (Crown; Red Lion, R. or D. 2*s.* 6*d.*) is the junction of a line to (13 M.) *Alston* (960 ft.), on the slopes of the Pennine Hills, said to be the highest market-town in England. — *Featherstonehaugh*, *Blenkinsop Tower*, and *Thirlwall Castle* may be visited from Haltwhistle.

28 M. *Bardon Mill* (inns) is the nearest station to the pretty little *Northumberland Lakes* and to the Roman remains at *Housesteads* (see above), 3½ and 3¾ M. to the N. — 32 M. *Haydon Bridge*.

39½ M. **Hexham** (*Royal White Hart; Grey Bull; Abbey; Tyne-dale Hydropathic*, from 7*s.* 6*d.* per day), an ancient town with 7071 inhab., and the see of a R. C. bishop, on the S. bank of the *Tyne*, has a fine **Abbey Church*, an excellent example of E.E. architecture.

The first church on this site was built by *St. Wilfrid* in 676, but was destroyed by the Danes two centuries later. A new church was founded in 1112, but this was pillaged and burned by the Scots, and the transept, choir, and tower (of which for centuries the church consisted) date from the beginning of the 13th century. The present modern nave was opened in 1908. — The *Transepts* (adm. 6*d.*) have a beautiful clerestory. In the S. transept is a massive *Night Stair*, ascending to the dormitory of the monks (now destroyed). At the foot of the latter is a remarkable Roman memorial slab (2nd cent.). Opposite is the *Shrine of Prior Leschman* (d. 1491). There are several other interesting monuments in the N. transept and in the beautiful **Choir*, which contains also a 'Frideric' (comp. p. 475). Beneath the new nave is the Saxon **Crypt* of St. Wilfrid (comp. p. 474; adm. 6*d.*). — Some fragments of the *Cloister* and a *Norman Gateway* are preserved. From 680 to 821 Hexham was the seat of a bishopric, afterwards united with Lindisfarne, and now included in the see of Durham (comp. p. 459).

In 1464 the Yorkists defeated the Lancastrians in an important battle 2½ M. to the S.E. of Hexham. — Branch-lines run from Hexham to (18½ M.) *Allendale* on the S. and to (5 M.) *Chollerford* (George), for Cilurnum (see above), and (15 M.) *Reedsmouth* (Riccarton, Morpeth; p. 465) on the N. — Hexham offers convenient headquarters for visiting the Roman Wall (p. 467).

Wagner & Debes' Geogl. Estabt. Leipzig

Near (42½ M.) *Corbridge* (Angel) are the ruins of *Dilston Castle* and the Roman camp of *Corchester* or *Corstopitum*. The train now follows the course of the *Tyne*. To the right, at (50 M.) *Prudhoe*, are the ivy-clad ruins of its castle. At (52 M.) *Wylam* George Stephenson (p. 465) was born in 1781, and here the first working locomotive was constructed by William Hedley in 1812. 57½ M. *Scotswood*, so named from the camp of the Scottish army in the Civil War.

60½ M. *Newcastle*, see p. 463.

54. From York to Scarborough and Whitby.

North Eastern Railway to (42 M.) *Scarborough* in 1-1¾ hr. (fares 5*s.* 7*d.*, 3*s.* 6*d.*); to (56 M.) *Whitby* viâ Pickering in 1¾-2¾ hrs. (7*s.* 6*d.*, 4*s.* 8*d.*). Whitby may be reached also viâ Scarborough.

York, see p. 452. Near (15 M.) *Kirkham Abbey*, with its ivy-clad ruins, we reach the pretty, well-wooded valley of the *Derwent*. — About 3½ M. to the N.W. of (16 M.) *Castle Howard* (Hotel, ¾ M. from the park) is **Castle Howard**, the seat of the Earl of Carlisle, containing a beautiful chapel and a fine collection of paintings (Velazquez, Titian, Rubens, Caracci, Reynolds, Clouet), sculptures, bronzes, tapestry, and old glass and china. The house and **Park* are open daily (11-1 & 2-5).

21 M. **Malton** *(Talbot; George; Rail. Rfmt. Rooms)*, an ancient town of 4758 inhab., with large racing-stables and an old priory-church, is the point at which the Scarborough and Whitby lines separate. Other lines run N. to (24 M.) *Pilmoor Junction* (p. 455), and S. to (20 M.) *Driffield* (p. 476). — The Scarborough line proceeds to the right, passing several small stations. — 34½ M. *Ganton*, with a golf-course. — 39 M. *Seamer Junction*, for *Filey* (p. 470).

42 M. **Scarborough.** — **Hotels.** On St. Nicholas Cliff: *Grand (Pl. a; B, 3), with 300 beds. — On the South Cliff: *Prince of Wales (Pl. b; B, 5), R. 5*s.* 6*d.*, B. or L. 3*s.*, D. 5*s.* 6*d.*; Crown (Pl. c; B, 4). Esplanade; Cambridge (Pl. d; B, 5), near the Valley Bridge, at some distance from the sea. — On the North Cliff (less expensive): Queen (Pl. e; B, 1), Clarence Gardens (Pl. f; A, 1), pens. 7*s.*-10*s.* 6*d.*; Albion (Pl. t; C, 2). — In the Town: Pavilion (Pl. g; A, B, 3), adjoining the station, R. from 4*s.*, D. 5*s.*; Royal (Pl. h; B, 3), St. Nicholas St., R. 4*s.* 6*d.*, D. 5*s.*; Balmoral (Pl. i; B, 3), R. 4*s.*, D. from 2*s.* 6*d.*; Victoria (Pl. k; A, 4), R. from 3*s.*, D. 3*s.* 6*d.*; North Eastern (Pl. l; B, 3); Castle (Pl. m), Talbot (Pl. n), Queen St. (Pl. B, 2, 3); Station (Pl. o; A, 4), small; Albemarle (Pl. p; A, B, 3), Waverley (Pl. r; A, 3, 4), temperance. — Several of the hotels are closed in winter, and the rates of the others are lowered. — *Private Hotels* (7-10*s.* a day), *Boarding Houses*, and *Lodgings* abound.

Cab for 1-3 pers. 1*s.* per mile, 2*s.* 6*d.* per hr.; with two horses 1*s.* 6*d.* and 3*s.* 9*d.*; double fares between 11.30 p.m. and 6 a.m.; for each package carried outside 2*d.* — *Hotel Omnibus* from the station 6*d.* — **Electric Tramways** traverse the chief streets.

Motor Cars ply daily in summer from the station to *Hayburn Wyke* (2*s.* 6*d.*), *Ayton*, *Forge Valley*, and *Hackness* (2*s.* 6*d.*), *Filey* (2*s.* 6*d.*), *Thornton Dale* (4*s.*); on Tues., Thurs., & Sat. to *Flamborough* (5*s.* 6*d.*); on Mon. & Frid. to *Bridlington* (5*s.* 6*d.*); on Wed. to *Whitby* (4*s.*), etc.

Steamers ply during summer to *Bridlington*, *Whitby*, etc. — **Boats** for 1-3 pers. 1*s.* 6*d.* per hr., each addit. pers. 6*d.*

Post Office (Pl. B, 3), Huntriss Row.

Theatres. *Royal* (Pl. B, 3), St. Thomas St.; *Londesborough* (Pl. B, 3), Westborough. — *People's Palace and Aquarium* (9 a.m.-11 p.m.). — *Hippodrome* (Pl. B, 3), St. Thomas St. — *Olympia* (Pl. C, 3), South Foreshore. — *Spa* (Pl. B, C, 5), see below.

Golf Course (18 holes); also at *Ganton* (p. 469).

Scarborough, the most popular marine resort in the N. of England, with a resident population of (1901) 38,160, is finely situated, in the form of an amphitheatre, on slopes rising from the sea and terminated on the N. and S. by abrupt cliffs. The air is bracing and the beaches are good for bathing (bathing-machine, 9*d.*). In the season Scarborough is very crowded.

The most prominent object is the lofty promontory (300 ft.), rising above the harbour and surmounted by the ruins of a *Castle* (12th cent.; adm. 1*d.*, to the keep 2*d.*; fine view, extending on the S. to Flamborough Head). Near it is the old *Church of St. Mary* (Pl. C, 2), consisting of the nave of an original late-Norman and E.E. building, the ruins of which still exist. The N. Cliff begins near the castle. The N. Bay is embellished with gardens. The *Marine Drive* (adm. 1*d.*), 2¼ M. long, protected by a sea-wall, has been extended round the base of the Castle Hill to the S. bay.

The old town of Scarborough is separated from the fashionable quarters of the S. Cliff by the *Ramsdale Valley*, a deep ravine laid out as a park and spanned by two bridges. The *Cliff Bridge* (Pl. B, 4; toll ½*d.*), nearest the sea, is 414 ft. long and leads to the South Cliff and the *Spa Gardens*, occupying the side of the cliffs and containing two mineral springs. The *Spa Buildings* (Pl. B, C, 5; adm. 6*d.*, day-ticket 1*s.*, weekly 4*s.* 6*d.*), erected at a cost of 77,000*l.*, contain a theatre, a concert-hall, a fine-art gallery (adm. 6*d.*), a restaurant, etc. (band thrice daily). Close to and partly below the Cliff Bridge is the *Aquarium* (Pl. B, 4; adm. 6*d.*), offering various entertainments. Adjacent is a *Museum* (adm. 3*d.*). The beach of the S. bay is connected with the top of the cliffs by lifts (1*d.*).

At the back of the S. Cliff rises **Oliver's Mt.** (Pl. A, B, 6; 600 ft.), affording a good view of Scarborough and its environs.

About 7 M. to the S.E. of Scarborough by road is the small sea-bathing place Filey (*Crescent*, R. from 5*s.* 6*d.*, D. 5*s.*; *Foord's*, well spoken of; *Three Tuns*, pens. 6*s.* 6*d.*), 11 M. beyond which are *Bridlington* (Black Lion) and Bridlington Quay (*Alexandra*; *Britannia*), another popular watering-place. The **Parish Church* of Bridlington consists of the nave of a fine Augustine priory-church founded early in the 12th cent. (E.E. to Perp.); fine W. window. About 5 M. to the N.E. of Bridlington is **Flamborough Head** (*Ship*; *Dog & Duck*), a bold promontory, with perpendicular cliffs, 450 ft. high (public waggonette, there and back, 1*s.*). Filey and Bridlington are also stations on the line from Scarborough to Hull (p. 476). — Motor-car excursions from Scarborough, see p. 469. A good cliff-walk may be taken to (15¾ M.) *Robin Hood's Bay* and (21 M.) *Whitby* (comp. below).

From Scarborough to Whitby and Saltburn, 47½ M., N.E. Railway in 2½-3 hrs. (fares 6*s.* 1*d.*, 3*s.* 9½*d.*). The line skirts the coast, affording views of the sea to the right. 7 M. *Hayburn Wyke*, a favourite point for excursions from Scarborough; 10 M. *Ravenscar* (Raven Hall Hotel, R. from 5*s.*, D. 3*s.* 6*d.*), a new health-resort, 600 ft. above the sea. — A little farther on we obtain a fine view of ***Robin Hood's Bay**, with its lofty cliffs, far below us to the right. — 15¼ M. *Robin Hood's Bay* (Robin Hood's

Bay Hotel; Dolphin, pens. 6s.). — 22 M. **Whitby** (West Cliff Station), see below. — 29 M. *Sandsend* (Sandsend Hotel, R. from 4s. 6d., D. 5s.); 32 M. *Hinderwell*, station for *Runswick Bay* (Runswick Bay Hotel); 34 M. *Staithes* (Station Hotel), a quaint fishing-village. — 47½ M. Saltburn (*Zetland; Victoria; Gilbertson's Temperance*), a fashionable seaside-resort, with golf-links. — From Saltburn a line runs via (5 M.) Redcar (*Coatham: Red Lion; Swan*), also a seaside resort, to Middlesbrough (p. 466) and Stockton (p. 466); and a short branch runs to (8 M.) **Guisborough**, with the remains of a *Priory*, founded in 1119.

Beyond Malton (p. 469) the picturesque Whitby line runs to the N.E. — 33 M. **Pickering** (*Black Swan; George*) is the junction of lines to *Helmsley* and *Gilling* (p. 455) on the W. and to *Seamer Junction* (p. 469), on the E. The old *Church of SS. Peter and Paul* contains a remarkable series of **Wall-Paintings* (ca. 1450), discovered in 1851 and restored in 1889. These consist of scenes from legends of the saints and the lives of Christ and the Virgin Mary, the Seven Works of Charity, etc. The *Castle* is open free daily. — 38 M. *Levisham;* 41½ M. *Goathland;* 49½ M. *Grosmont* (to Picton, see p. 466); 54½ M. *Ruswarp*. — 56 M. *Whitby* (Town Station).

Whitby. — **Hotels.** *Royal, West Cliff, with sea view, R. 4s. 6d., D. 5s.; Metropole, West Cliff, R. 5s. 6d., D. 5s.; White House Hotel, adjoining golf-club-house; Crown, Flowergate; Angel, Belle, Talbot, Baxter Gate, commercial; Railway Station, commercial; Jobling's Private Hotel, opposite the station, unpretending.

Railway Stations. *Town Station*, Victoria Square, the principal terminus. *West Cliff Station*, 1 M. to the N.W., for Scarborough and Saltburn.

Cab with one horse 1s. per mile, with two horses 1s. 6d.; for the first ¼ hr. 1s., each addit. ¼ hr. 6d., with two horses 1s. 6d. and 9d.

Golf Course (9 holes), at *Upgang*, ¼ M. from the West Cliff Station.

Whitby, a small town and watering-place (11,748 inhab.), is situated on both banks of the *Esk*, the valley of which is here bordered by lofty cliffs. As seen from either the E. or W. cliff, the town looks very picturesque, with its crowd of red-tiled houses, clustering on both sides of the river and climbing the sides of the cliff.

Whitby originated in a priory founded here by St. Hilda in the 7th cent., and its development was aided in Elizabethan days by the discovery of alum-mines in the neighbourhood. Ship-building was also carried on here with great success for a time, and Capt. Cook (1728-79), who was a Whitby apprentice, made one of his voyages round the globe in a Whitby vessel. His house in Grape Lane, off Church St., is still standing. At present the main industries are the manufacture of *Jet Ornaments* and the *Herring Fishery*.

The river is crossed by a *Swing Bridge*, and is formed into a kind of harbour by two *Piers*. On the W. Pier, which commands a good view of the town and abbey, is a *Museum* (adm. 6d.), containing a model of Cook's ship (see above) and other interesting relics.

We now cross the bridge and proceed to the left through Church St., from the end of which a flight of 199 steps ascends to *St. Mary's Church*, where some traces of the original Norman work may still be distinguished. — A little to the right lie the picturesque ruins of *Whitby Abbey, originally founded in the 7th cent., but dating in its present form from the 12-14th cent. (adm. 3d.). The poet Caedmon

(d. ca. 680) was a monk in Whitby Abbey. To the S.W., on the site of the abbot's lodging, is *Whitby Manor House*, with a hall of the 17th cent. (dismantled); the rest of the building has been restored.

On the W. Cliff, in front of the Royal Hotel, are the West Cliff Grounds (adm. 2*d.*; *View), with a *Pavilion*, containing a theatre, restaurant, etc. A band plays here in the morning and evening.

The Environs of Whitby afford many pleasant excursions. Among the favourite points are *Robin Hood's Bay* (p. 470; fine walk along the cliffs; 7 M.); *Cockshot Mill*, 2 M. to the W.; *Sandsend*, 2½ M. to the N. (by the sands); and *Mulgrave Castle* (1½ M. from Sandsend), the property of the Marquis of Normanby, with fine grounds and the remains of an old castle (adm. free on Mon., Wed., and Sat.; tickets at 23 Baxter Gate).

To *Scarborough* and to *Saltburn*, see p. 471; to *Picton*, see p. 456.

55. From Leeds to Harrogate, Ripon, and Thirsk.

North Eastern Railway to (18 M.) *Harrogate* in ½-1¼ hr. (fares 2*s.* 6*d.*, 1*s.* 6*d.*); to (30 M.) *Ripon* in 1-1½ hr. (fares 4*s.*, 2*s.* 6*d.*); to (39 M.) *Thirsk* in 1¼-1¾ hr. (fares 5*s.* 2*d.*, 3*s.* 2½*d.*).

Leeds, see p. 444. Beyond (5 M.) *Horsforth* (2½ M. from *Adel Church*, p. 445) we pass through *Bramhope Tunnel*, 2½ M. long. From (9½ M.) *Arthington Junction* a branch diverges on the left to *Otley* and *Ilkley* (p. 448). About 4 M. to the E. is *Harewood House*, the seat of the Earl of Harewood, containing a picture-gallery and a valuable collection of china (open 11-4 on Thurs.). The church at Harewood contains the tomb of Chief Justice Gascoigne, who is said to have committed Prince Hal to prison. — We now obtain an unimpeded view of *Lower Wharfedale*. Beyond (12 M.) *Weeton* we see *Almias Cliff* (p. 448) to the left.

18 M. **Harrogate.** — **Hotels.** In High Harrogate: *Queen, Granby, *Prince of Wales, three large houses facing the Stray; Royal, R. 4*s.*, D. 4*s.*; Empress, also facing the Stray, somewhat less expensive; West Park, well spoken of, R. from 3*s.*, D. 3*s.* 6*d.*, pens. from 7*s.* 6*d.*; Clarendon. — In Central and Low Harrogate (near the springs): *Majestic, an enormous establishment in Ripon Road, near the Royal Spa, with winter-garden and grounds, R. from 5*s.* 6*d.*, D. 6*s.*; Grand, Cornwall Road, R. from 4*s.* 6*d.*, D. 6*s.*; Prospect Hotel, well situated, near the station, R. from 4*s.* 6*d.*, D. 6*s.*; Crown; White Hart, similar charges; Wellington; Adelphi; George, pens. 10-12*s.*; Alexandra; Somerset House; North Eastern Station, convenient for passing travellers; People's Temperance, Albert St. — **Hydropathics.** *Harrogate*, from 63*s.* per week; *Cairn; Harlow Manor*, 2½ M. from the station; *Imperial; Spa.* — Passing travellers, especially at the larger hotels, should come to a distinct understanding beforehand as to prices, otherwise no allowance may be made for meals taken outside the hotel. — *Boarding Houses* and *Lodgings* abound.

Baths. *Massage Douche* 3*s.* 6*d.*, *Sulphur* 2*s.*-3*s.* 6*d.*, *Needle* 1*s.* 6*d.*, *Turkish* 2*s.* 6*d.*, *Plunge* 1*s.*-1*s.* 6*d.*, etc. — Mineral Water, 6*d.* per day at the Royal Pump Rooms; *Magnesia Water*, 1*d.* per glass.

Grand Opera House. — Spa Concert Rooms (adm. 1*s.*). — Golf Course.

Cabs. Per mile: 1-2 pers. 1*s.*, 3-4 pers. 1*s.* 6*d.*; per hour, 3*s.* and 3*s.* 6*d.* — **Coaches** daily to places of interest in the vicinity.

Harrogate (450 ft. above the sea), in a high and bracing situation among the Yorkshire moors, ranks with Bath and Buxton

among the three chief inland watering-places of England. It consists of two parts, High and Low Harrogate, the former to the left (E.) of the station, the latter to the right. It is perhaps the most aristocratic of all the great English spas, and the one least exposed to the inroads of excursionists. The High Harrogate hotels face the *Stray*, a common 200 acres in extent. The **Wells** for which Harrogate is visited are chiefly in the lower part of the town, and have been known for nearly 300 years.

They include the chief sulphur springs of England, and also chalybeate springs not unlike those of Kissingen and Homburg, though less pleasant to drink owing to the absence of carbonic acid. The *Sulphur Springs*, of which there are two strong (*Old* and *Montpellier*) and seventeen mild, are efficacious in most affections of the liver, jaundice, gout, rheumatism, and diseases of the skin. The six *Chalybeate Springs* are tonic and stimulant. The so-called *Boy Springs*, 34 in number, rise in a small piece of boggy ground, a little to the W. of the sulphur springs, and though close together no two are exactly alike. Near the springs are various *Pump Rooms*, *Baths*, and other adjuncts of a fashionable spa, including a *Kursaal* (1933), erected at a cost of 70,000*l*. The sumptuous *New Baths* (1897) cost nearly 100,000*l*. (open to visitors, 4.30-2.30 p.m.). — Smollett gives an account of Harrogate 150 years ago in 'Humphrey Clinker'.

About 1 M. to the W. is *Harlow Hill* (600 ft.), with its tower (view). Other favourite points for excursions are *Knaresborough* (p. 450), 3 M. to the N.E. of High Harrogate; *Harewood* (p. 472), 8 M. to the S.; *Plumpton Park* (adm. 6*d*.), 4 M. to the E.; *Almas Cliff*, 5½ M. to the S.W.; *Ripon* (see below) and *Fountains Abbey* (p. 474); and *Bolton Abbey* (p. 449), 16 M. to the W. — A line runs from Harrogate up *Nidderdale*, the picturesque valley of the *Nidd*, to (14½ M.) *Pateley Bridge* (King's Arms, R. 2*s*.; Castlestead Hydro, 1 M. from the station). On the Nidd, below Harrogate, are *Knaston*, famous for its pippins, and *Coneythorpe*, with a gigantic oak, said to be the oldest in England. — From Harrogate to *York*, see p. 455.

30 M. **Ripon** (*Unicorn*, R. from 4*s*., D. 3*s*. 6*d*.; *Spa Hydro*, now, well spoken of; *Crown*; *Black Bull*; *Rail. Refmt. Rooms*), a quaint little country-town with 8225 inhab., pleasantly situated on the *Ure*, ¾ M. from the station (motor-omn. 2*d*.).

A monastery was founded at Ripon in the 7th cent., and a church was built by St. Wilfrid about 670. In 678 the see of a bishop was fixed here, but it lapsed with the death of its first holder and was not revived till 1836. From time immemorial a horn has been sounded nightly, at 9 o'clock, before the house of the 'Wakeman', or Mayor, and at the market-cross.

The CATHEDRAL, which does not occupy the same site as the original monastery (see above), is approached from the market-place by the Kirk Gate. The transepts and part of the choir are in the Transition style (1154-81), the *W. Front* is E.E. (1215-55), the E. end of the choir is Dec. (1288-1300), and the nave and part of the S. side of the choir and of the *Central Tower* are Perp. (1460-1520). The *Saxon Crypt* is supposed to have belonged to the church built by St. Wilfrid. The whole church has been restored by Scott. It is one of the smaller English cathedrals, being only 270 ft. in length; but it is 87 wide across the nave and aisles. The cathedral is open daily 11-4.30; services at 10 a.m. and 5 p.m. Adm. to the choir and crypt 6*d*.

The NAVE, which has no triforium, is late Perp., except the E.E. bays opening into the W. Towers. Two of the original arches (E. and S.) below the central tower have been changed from Norman to Perp., but the

other two are still circular, though the lofty shafting run up at the W. arch shows that the intention was to change them all. — The Transepts retain much of the Transition work of Archbishop Roger, the rebuilder of the church (1185). — The Choir, in which the Transition Norman, the Dec., and the Perp. portions are readily distinguishable, is separated from the nave by a good Perp. *Screen*. The triforium-openings have been glazed, so that there are three rows of windows at different levels. The Dec. E. window is fine (modern glass). The beautiful carving on the stalls is of the 15th century.

To the S. of the choir are the Chapter House and Vestry, which are believed to have together formed a small Norman church. Below them is a Norman crypt. Above them is the Lady Loft, a chapel of the Dec. period, built against the outside wall of the cathedral.

From the N.E. angle of the Nave we descend to the *Crypt, which is one of the only two Saxon crypts in England, both built in the 7th cent. by St. Wilfrid (comp. p. 468). A long narrow passage leads to a small vaulted chamber, with a curious opening or hole called 'St. Wilfrid's Needle', which was used, it is said, as a test of chastity, the pure only being able to be drawn through it.

In Stammergate is the interesting *Hospital of St. Mary Magdalen*, founded in the 12th cent. for lepers; in High St. Agnes' St. is the *Maison Dieu*, a hospital of the 15th cent.; and in Bondgate is *St. John's Hospital*. The *Museum* (adm. 2*d.*), in Park St., chiefly contains objects of natural history. The *Spa Baths*, with gardens, were opened in 1905.

From Ripon to Fountains Abbey, 3 M. (carr. 3*s.*; motor-omnibus from the station to Studley Royal, 6 times daily in 25 min., fare 9*d.*). Walkers leave the town by the Westgate, opposite the Unicorn Hotel, and after a few yards diverge to the left through Park St., passing the Museum. At the fork (finger-post) we again keep to the left. After about 1 M. we cross a bridge over the *Laver*, and take the road most to the right. About 3 min. farther on, a wicket on the left opens on a field-path, which cuts off 1/3 M. and emerges in the middle of *Studley Village*, where we turn to the left, soon reaching the outer gates of Studley Royal, the seat of the Marquis of Ripon. Passing through the gates we ascend the long avenue, at the end of which is a conspicuous *Church*, built by the Marquis of Ripon in 1876. After about 3/4 M., before reaching the church, we turn to the left, under the beech-trees (Spanish chestnuts and other timber also fine), pass a lake, and arrive at the (1/4 M.) gate of the pleasure-grounds (1*s.*; refunded at the lodge). The motor-omnibuses stop here. The grounds, through which runs the *Skell*, are elaborately laid out, with trimmed hedges, parterres, ponds, statuary, and small temples. After passing various 'Views' (guide-posts) we cross the stream by a rustic bridge, bend back along the *Crescent* and *Moon Ponds*, and ascend to the *Octagon Tower*. We then turn to the right and proceed in the original direction to '*Anne Boleyn's Seat*', an arbour affording a sudden *View of Fountains Abbey, which lies below, on the opposite bank of the Skell. On the way down to it we pass *Robin Hood's Well*, where the 'Curtal Friar' soundly thrashed that noble outlaw and threw him into the river. — *Fountains Abbey, a Cistercian foundation of the 12th cent., is at once the most extensive and the most picturesque monastic ruin in England; and nowhere else in the country can the plan of the secular buildings be so clearly traced. The **Church* is in the Transition Norman and E.E. styles, with a Perp. tower and an additional transept at the E. end resembling the 'Nine Altars' of Durham (p. 461). The Monastic Buildings lie to the S., and include the *Cloister*, the *Chapter House* (with a collection of masons' marks), the *Refectory*, the *Buttery*, the *Monks' Warming House*, and the *Kitchen*. A little to the E. of these are the remains of the *Infirmary* and the foundations of the *Abbot's House*. — To the W. is a building (300 ft. long) which was used by the cellarer and lay brothers. Beyond

the bridge and the gate is *Fountains Hall*, an interesting Jacobean mansion (adm. 6*d*.). We then return by the drive along the left bank of the Skell.

Other points of interest are *Maiken field Hall*, 3½ M. to the S.W.; *Hackfall Woods* (adm. 6*d*.), 7 M. to the N.W.; and the *Brimham Rocks*.

From (33 M.) *Melmerby* branch-lines diverge to (11 M.) *Northallerton* (p. 456) and (7½ M.) *Masham* (4½ M. from Jervaulx Abbey, p. 456). — 39 M. *Thirsk* (p. 456).

56. From York to Beverley and Hull.

North Eastern Railway to (31 M.) *Beverley* in 50 min.-1¼ hr. (4*s*. 6*d*., 2*s*. 9½*d*.); to (42 M.) *Hull* in 1-1½ hr. (5*s*. 7*d*., 3*s*. 6*d*.). — The quickest route to (39 M.) *Hull* is viâ Selby (p. 451).

York, see p. 452. To the left runs the Scarborough line (R. 54). 9 M. *Stamford Bridge* was the scene of the defeat of Hardrada of Norway by Harold in 1066. — 16 M. *Pocklington* (Feathers, R. 2*s*., D. 2*s*. 6*d*.), with an E.E. church with a Perp. tower. — 23 M. *Market Weighton* (Londesborough Arms, R. or D. 2*s*. 6*d*.) is the junction of lines to Selby (p. 451) and to (14 M.) Driffield (p. 476) and (19 M.) Bridlington (p. 470). We now enter the undulating chalk-district known as the *Wolds*.

34 M. **Beverley** (**Beverley Arms*, R. 3*s*. 6*d*., D. from 3*s*. 6*d*.; *King's Head*; *Holderness*, R. 2*s*., D. 2*s*. 6*d*.; *Rail. Rfmt. Rooms*), a quiet town, the see of a suffragan bishop of the Church of England, with 13,185 inhab., surpasses all English towns of its size in possessing two fine churches of the first, or all but the first rank.

*Beverley Minster (334 ft. long, 64 ft. wide), which occupies the site of a much earlier church to the S. of the town, dates mainly from the 13-14th centuries. The Perp. *West Façade* resembles that of York Minster. There are two transepts.

Interior. Among the most noticeable points in the Nave, which is in the late-Dec. style (ca. 1350), are the triforium-arcade, the musical angels on the piers, the tabernacle-work below the W. window, and the 'Maiden's Tomb' (below the 5th bay from the W. on the S. side). — The E.E. Choir (adm. 6*d*.) is separated from the nave by a good modern screen, and contains some fine old stalls. Between the choir and the N.E. Transept is the beautiful **Percy Shrine* (1366), a good view of which is obtained from the top of the reredos. The details of the choir repay close inspection. The *Fridstol*, or stone 'Chair of Peace', recalls the fact that this church once possessed the privileges of an inviolable sanctuary. — The top of the *N. W. Tower* (200 ft.; adm. 3*d*.) affords an extensive view.

*St. Mary's Church, to the N., a little beyond the market-place, is another unusually fine cruciform church, mainly in the Dec. and Perp. styles, though possessing features of earlier date.

Among the special points of interest are the **W. Front*, the *S. Porch* (with a Norman arch on the inside), the *Flemish Chapel* (with flamboyant tracery), the panelled *Ceiling* of the chancel, and the *Sculptural Decoration* throughout the church.

A short way beyond St. Mary's is the *North Bar*, dating from the 14th cent., and formerly one of the gates of the town. The picturesque half-timbered houses just outside are modern. Over the doors are panels after cartoons from *Punch*.

To the W. of the town lie *Burton Boshes*, the remnant of an ancient forest (oaks, hollies, thorn). We reach them by turning sharply to the left outside the Bar and following the York Road. On this road (1 M.) are the remains of an old sanctuary cross.

At Beverley the line from York joins the line from Hull to Scarborough, which runs northwards viâ (11 M.) *Driffield* (Red Lion), an agricultural town with 5766 inhab., *Bridlington* (p. 470), *Filey* (p. 470), and *Seamer Junction* (p. 469).

38 M. *Cottingham*, a favourite residence of Hull merchants. The church contains a fine brass (14th cent.).

42 M. **Hull.** — **Hotels.** Royal Station (Pl. a; C, 2), at the N.E. Station, R. 4*s.*, B. or L. 2*s.* 6*d.*, D. 3*s.* 6*d.*; Imperial (Pl. b; C, 2), near the N.E. Station, R. 3*s.* 6*d.*, D. 2*s.* 6*d.*; Grosvenor (Pl. d; C, 2), near the N.E. Station, R. 3*s.* 6*d.*, D. 3-5*s.*; Cross Keys (Pl. c; D, 3), in the Market-Place; Vittoria (Pl. e; D, 3), at the Pier; George (Pl. f; D, 2, 3); Royal (Pl. g; D, 3); Midland Temperance. — *Railway Refreshment Rooms; Continental Café*, King Edward St.; *City Hotel Restaurant*, Lowgate.

Railway Stations. Besides the *Paragon Station* (Pl. B, C, 2) of the N.E.R., near the centre of the town, and the *Cannon Street Station* (Pl. D, 1) of the Hull and Barnsley line, to the W., there is a *Booking Office* of the Great Central Railway at the Victoria Pier (Pl. D, 4), whence a Steam Ferry conveys passengers to the Railway Terminus at *New Holland*, on the other side of the Humber.

Cabs. Per 1½ M. 1*s.*, each addit. ½ M. 6*d.*; per ½ hr. 1*s.*, each addit. ¼ hr. 6*d.* Motor-cabs, per ½ M. 6*d.*, each addit. ⅙ M. 2*d.* — **Electric Tramways** (fare 1*d.*) from *Victoria Square* (see below), *Savile St.* (Pl. D, 2), or *King Edward St.* (Pl. C, 2) to the various suburbs; also from *Monument Bridge* (Pl. D, 2) to *Victoria Pier* (Pl. D, 4). Stopping-places indicated by white poles.

Steamers ply regularly from Hull to *Bergen*, *Christiania*, *Copenhagen*, *Antwerp*, *Rotterdam*, *Zeebrugge*, *Hamburg*, *Bremen*, *India*, *New York*, *Rouen*, *Aberdeen*, *Dundee*, *Leith*, *Grimsby*, *London*, and numerous other British and foreign ports.

Theatres. *Royal* (Pl. C, 2), Paragon St.; *Grand* (Pl. D, 2), George St.; *Alexandra*, Charlotte St. (Pl. D, 2); *Palace Empire* (varieties), Anlaby Road.

American Consul, *Walter C. Hamm*, Prudential Buildings, Victoria Square.

Hull or *Kingston-upon-Hull*, a town on the *Humber* estuary with (1908) 271,000 inhab., is the chief emporium of the trade between England and Northern Europe, and the headquarters of a deep-sea fishing fleet of 500 boats, including steam-trawlers of 85,000 tons gross.

The following walk (2-3 hrs.) passes most of the points of interest. From Paragon Square, embellished with an *African War Memorial* (1904), we walk through Paragon St. (Pl. C, 2) and Waterworks St. to the new Victoria Square, in which are a *Statue of Queen Victoria* and (on the N.W. side) the new *City Hall* (Pl. C, 2). King Edward Street leads hence to the left to the *Statue of William de la Pole*, first mayor of Hull (1332-5). We, however, proceed to the S.E., pass the *Dock Office* and the *Wilberforce Column*, and cross the *Monument Bridge* (Pl. D, 2), which affords a view of the *Docks*. At the end of *Whitefriargate* Trinity House Lane, with the *Trinity House* (established in 1369), leads to the right to *Holy Trinity Church (Pl. D, 3), a large Dec. and Perp. edifice, restored by Scott (see p. lvii). In the Market Place, in front of the church, is an

Stepney Sta.
Sculcoates Station
Wilmington Sta.
Barnsley
A
B
C
D
E
F
General Cemetery
Botanic Gardens Sta.
Spring Bank
Orphan Home
Students
Hymer's College
Beverley Southcroft Rd.
Beverley Rd.
Golden Lion
Bynhams
Kingston
Lansdowne
Cemetery Sta.
Higher Grade Schools
Nailers Row
Cemetery Rd.
Leonard
Perel
Kent
Norwich
Marlborough
Wright
Pearson
Parkes
Bean
Baker
Charter Ro.
Sykes
Assembly Rooms
Kingston Sqrs.
Mason
Philip's
Charlotte
Imperial
Piedmont
Infirmary
Royal Institute
Granby Place
Cave
Victoria Sta. (Goods)
Barracks
Market
Stephens
Cutler
Jameson
Queen's Dock
Queen's Road
Dock Office Row
Salthouse Lane
Wilberforce
Trinity House
Peter's
Workhouse
Paragon Station
Paragon Str.
Royal Hotel
Exchange
Monument Court
Mary's
Victoria Dock
Antelope Road
Circus
Sailors Rest
Princes Dock
Trinity Ho.
Holy Trinity
Timber Pond No 1
Half Tide Basin
Outer Basin
Music Hall
Shipowners
Germany
Ch.
Castle
Hunter
Blanket Row
Market
North Pier
Hospital
Foreign Cattle Depot
Central Dry Docks
Eagle Dock
Kingston
Warren
Osborne
Portland
Regent
Beaumont
Cheriton
Bellfield
Morpeth
Lister
Adamson's
NER Goods Sta.
Central Goods Sta.
Victoria Pier
East Pier
West Pier
Humber Dock Basin
Albert Dock
Prec. Libry
Earl Fumbar's
Eng.
Scott
Gulliver
Wellington
Gt. Union
Gt. Northern
Gt. Central
Gt. Eastern
Gt. Western
Midland
Lancashire & Yorkshire
Gas Works
Market Place
Jennings
Grove
Allotment Gardens
Recreation Ground
Southcoates Sta.
Free Library
Hedon
Dairycoates
Dairycoates Ave.
Dairycoates Lane
Hedon Rd.
Wilmington
Bridge Pond No 2
Leeds
Ferry to New Holland
Lightship
R I V E R H U M B E R
HULL
1:25,000
0 500 1000 1320 Feet
¼ Mile
0 100 200 300 400 500 Metres

equestrian *Statue of William III.*, by Scheemaker (1734). We descend to the right through Queen St. to the Victoria Pier (Pl. D, 4), which affords a good view of the traffic in the Humber and of the flat coast of Lincolnshire on the opposite side (ferry, p. 476).

We now retrace our steps to Humber St., turn to the right, and soon reach the quaint High St. (Pl. D, 3, 2). In the latter, immediately to the right, is the old *De la Pole Residence* (rebuilt), with curious carvings. The red brick house, at the end of the street, to the right (No. 25), in which *William Wilberforce* (1759-1833) was born, is now a public museum of antiquities. Salthouse Lane, nearly opposite, leads to the large *Queen's Dock* (Pl. D, 2). Here we turn sharply to the left into Lowgate, in which, to the right, at the corner of the broad new Alfred Gelder St., stands the Town Hall (Pl. D, 2), in the Italian style. On the opposite side is the *Church of St. Mary*, a Perp. edifice, restored by Scott, with the side-walk running below the tower (good interior). — Silver St., at the end of Lowgate, leads back to Whitefriargate (p. 476). — A visit may also be paid to the *Museum* and *Art Gallery*, Albion St., 1/4 M. to the N.E. of the Paragon Station.

From Hull to *Gainsborough*, see p. 481; to *Lincoln*, see R. 57. — Branch-lines also run from Hull (Paragon Station) to (15½ M.) Hornsea (*Mere; Marine*, R. or D. 2*s*. 6*d*.; *New*, R. 2*s*., D. 2*s*. 6*d*.; *Sun*) and to (21 M.) *Withernsea* (Queen's, B. 4*s*., D. 3*s*. 6*d*.; Pier), two small watering-places on the German Ocean.

From Hull to Barnsley, 56 M., railway in 1¼-2¾ hrs. (fares 7*s*. 8*d*. 4*s*. 8*d*.). This cross-country line runs viâ *Howden* (p. 452) and *Cudworth* (p. 448). *Barnsley*, see p. 386.

57. From Hull to Lincoln and Nottingham.

78 M. Railway in 3¾-5¼ hrs. (fares 10*s*. 5*d*., 6*s*. 6½*d*.); to (45 M.) *Lincoln* in 2¼-2⅔ hrs. (fares 5*s*. 10*d*., 3*s*. 8*d*.). We travel by the Great Central Railway to (45 M.) *Lincoln* and thence to (33 M.) *Nottingham* by the Midland Railway. Through-carriages are attached to some trains.

Hull, see p. 476. Taking our tickets at the booking-office on the *Victoria Pier* (comp. p. 476), we cross the Humber by a steam ferry to (3 M.) *New Holland*, the starting-point of the railway. The line traverses the flat and featureless county of Lincoln. At (7 M.) *Thornton Abbey*, to the right, is a picturesque old abbey, with a fine gate-house and other remains. — 9½ M. *Ulceby*, junction of a line to Great Grimsby (10 M.) and Cleethorpes (13 M.).

Great Grimsby (*Royal*, near the Docks Station, D. 3*s*.; *Yarborough*, near the Town Station, R. 3*s*.; *Rail. Refreshmt. Rooms*) is a prosperous harbour and the most important fishing-port in England (71,800 inhab. in 1908), on the S. bank of the Humber, with regular steamer communication with the Continent (see p. xxi). It possesses a fleet of 1200 fishing vessels, including steam trawlers of an aggregate burden of 25,000 tons, and manned by 8000 men and boys. Its most interesting features are the extensive *Docks*, which are being greatly extended, and the *Fish Auctions* on the Pontoon. — Cleethorpes (*Dolphin; Victoria; Cliff*), is a rising watering-place, with 12,578 inhab., a sea-wall and promenade, cliff-gardens, a pier, a golf-course, and a flat sandy beach. It is connected with Great Grimsby by tramway also.

From Great Grimsby a line runs to the S. to *Boston* (p. 481).

15 M. *Barnetby* is the junction of lines to *Gainsborough* (p. 481), *Worksop* (p. 409), and *Sheffield* (p. 386), and to *Doncaster* (p. 451). — 30 M. *Market Rasen* (White Hart).

45 M. **Lincoln.** — Great Northern Hotel (Pl. a; B, 5), R. from 4*s.*; White Hart (Pl. b; B, 2), near the cathedral, R. 4*s.*, D. 3*s.* 6*d.*, variously judged; Saracen's Head (Pl. d; B, 4), R. 4*s.*, D. from 2*s.* 6*d.*; Albion (Pl. c; B, 5), R. from 3*s.* 6*d.*, D. 3*s.* 6*d.*; Spread Eagle (Pl. e; B, 4), R. 2*s.* 6*d.*, D. 2*s.* 9*d.*; Queen's (Pl. f; B, 5); Knight's Temperance (Pl. g; B, 5), R. or D. 2*s.* — *Castle Café*, Exchequer Gate, with rooms to let; *Rail. Rfmt. Rooms; Bridge Tea Rooms*, High Bridge.

The *G. N.* and the *Midland Railway Stations*, near each other, adjoin the High St. — *Post Office* (Pl. B, 4), Guildhall St.

Lincoln, the county-town of Lincolnshire and the see of a bishop, with (1901) 48,784 inhab., is finely situated on a hill rising from the *Witham*, in the midst of the low fen district.

Lincoln, the British *Lindcoit* and the *Lindum Colonia* (one of nine privileged Coloniæ) of the Romans, is one of the most ancient towns in Great Britain, and rivals Chester in the interest of its memorials of the past. In the 9th cent. Lincoln and Lincolnshire were occupied by the Danes, who have left traces of their settlement in the ending *by*, so common in local names in this shire. Lincoln was accounted the fourth city of the realm at the time of the Norman Conquest, and William I. selected it as the site of one of his castles. The Castle was captured by King Stephen in 1140, by the Barons in 1216, and by the Parliamentarians in 1644. Christianity was first introduced here by Paulinus (p. 479) in the 7th cent.; but the bishopric was not established till 1073, when the Mercian see was transferred hither from Dorchester (comp. p. 234). The chief industry of Lincoln is the manufacture of agricultural implements, and it carries on a considerable trade with the Midlands by means of the Fossdyke Canal, which joins the Witham and the Trent.

Leaving the *Midland Railway Station* (Pl. A, 5), we proceed to the N. along High Street, passing the modern church of *St. Mark* on the left. On the opposite side (No. 333) is an interesting half-timbered house, which should be viewed from the courtyard. We then cross the G. N. Railway and reach *St. Mary-le-Wigford* (Pl. B, 5), the tower of which is a good example of the pre-Norman style, though built shortly after the Conquest. The E.E. nave and chancel date from about 1225; the S. aisle is modern. In front of the church stands *St. Mary's Conduit*, constructed in the 16th cent. with fragments of an old monastery. St. Mary's Street leads on the right to the *Great Northern Railway Station* (Pl. B, 5). To the left, farther on, are the ivy-clad remains of *St. Benedict's Church*.

We may here diverge, through the archway, to see *Brayford Pool* (boats for hire), the S. bank of which affords a good view of the cathedral.

We now reach the **High Bridge* (Pl. B, 4), an ancient structure, with a row of buildings on its W. side (quaint, Dutch-like view of their backs by descending the steps to the left). In front is the **Stonebow* (Pl. B, 4), a 15th cent. gate-house, the upper part used as the *Guildhall*.

Just before the Stonebow we may diverge to the right, through Saltergate, to visit *St. Swithin's Church* (Pl. B, C, 4), which contains a Roman altar (2nd or 3rd cent. A. D.), discovered in 1884. — Guildhall St., diverging to the left at the Stonebow, leads to the *Post Office* (Pl. B, 4) and the (1 M.) *Race Course*.

Wagner & Debes' Geogl Estab.t Leipzig

At the head of High St. we follow the narrow Strait, to the right. At the end of this, to the left, is the **Jew's House* (Pl. B, 3), one of the most ancient specimens of domestic architecture in England (early 12th cent.; comp. p. xliv). — The Strait is continued by the Steep Hill, halfway up which is a platform known as the *Mayor's Chair*. Near the top of the hill, to the right, is the *House of Aaron the Jew*, with a Norman window. Opposite is the *Bishop's Hostel* (Pl. B, 2), connected with the Lincoln Theological School. To the right, farther on, is the *Exchequer Gate* (Pl. B, 2) of the Minster Yard (p. 481). In the meantime we turn to the left and enter the **Castle** (Pl. B, 2; adm. 2*d.*; open 10-12 & 2-4, 5, or 6 p.m.).

The Castle Walls enclose an area of 6½ acres, laid out as a garden, and contain the *Assize Courts* and the old *County Prison* (disused; open to visitors). To reach the *Keep* (12th cent.) we turn to the left on entering and pass through a gateway. View from the top of the round *Observatory Tower*, to the S. of the entrance. Just inside the entrance-gateway, to the right, is a fine *Oriel Window*, brought from John of Gaunt's Palace (p. 481). The round bastion at the N.E. corner of the castle enclosure, is known as *Cobb's Hall*.

We now continue in a straight direction through the Bailgate, in which, in the cellar of No. 29 (to the left; adm. 1*s.*), are the highly-interesting remains of a *Roman Basilica*.

In the Westgate, which diverges to the left from the Bailgate, is *St. Paul's Church*, occupying the site of the church of St. Paulinus (p. 478).

Bailgate ends at the **Newport Arch* (Pl. B, 1), one of the gates of Lindum Colonia and a unique specimen of a Roman city-gate in England. Its date is placed between B.C. 50 and A.D. 50. — We may now turn to the right and pass along the East Bight (diverging just inside the gate; to the left a paddock, with fragments of the old wall) into the Minster Yard (see p. 480), which we reach on its N. side.

**Lincoln Cathedral* (Pl. B, C, 2), splendidly crowning the hill on which the city is built, may perhaps claim to be the finest church in Great Britain. Other cathedrals equal or surpass it in certain points, but in the combination of size, delicacy of detail, effectiveness of both interior and exterior, good preservation, and grandeur of position, it has probably no rival. The building is 480 ft. long (internal measurement), 80 ft. wide, 220 ft. across the W. transepts, and 82 ft. high. Open from 7.45 a.m. to 5, 6, or 7 p.m.; daily services, 10 a.m. and 4 p.m. Adm. to the choir and cloisters 6*d.*, to the tower 6*d.*

History. Of the original cathedral, built in 1074-92, there remains the lower portion of the W. front and part of the first bay of the nave. This building was restored after a fire about 1141, and to this second Norman period may be ascribed the W. doorways and the three lower stories of the W. towers, with their elaborate N. and S. gables. The Norman cathedral was injured by an earthquake in 1185, and its restoration was at once undertaken by Bishop Hugh ('St. Hugh of Lincoln'; 1186-1200), who finished the *Choir* and the *E. Transepts*, the earliest piece of E.E. work of known date (p. xlvi). The *W. Transepts* and *Chapter House* were completed soon after, and the *Nave*, including the W. front, by about 1250. The *Presbytery*

and *Cloisters* followed in the same cent., and the upper story of the *Central Tower*, the lower part of which dates from about 1240-50, was added between 1300 and 1320. The upper parts of the W. towers are late-Dec. (ca. 1380). The *Chapels* attached to the Presbytery are Perp. (15-16th cent.).

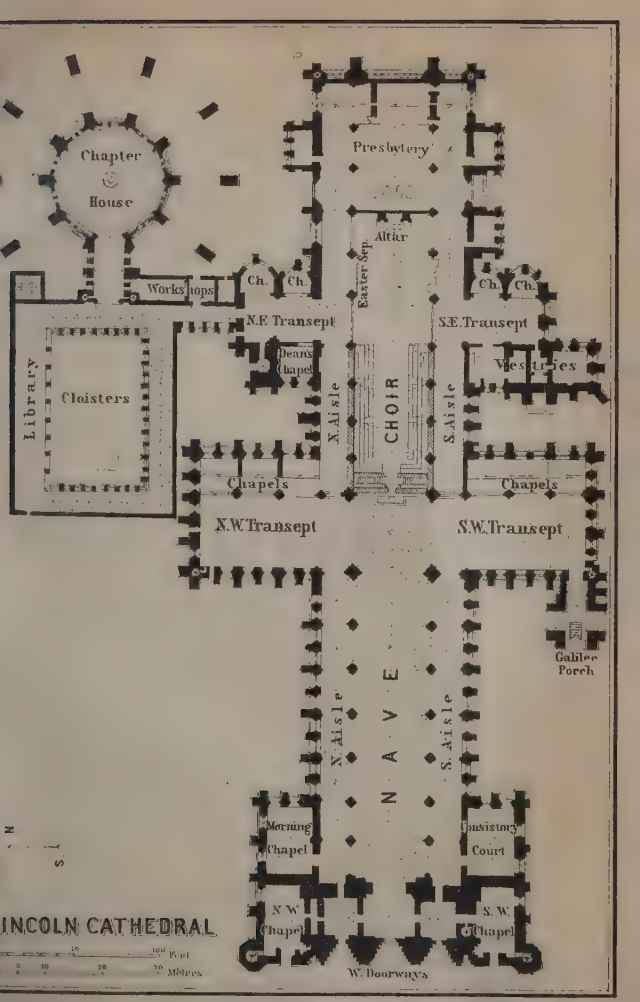
Exterior. Among the most noteworthy external features of the cathedral are its fine **Central* and *W. Towers* (262 ft. and 200 ft. high); the **W. Façade*, which is imposing in spite of its mixture of styles (p. xliii) and the fact that it is in some degree a mere screen; the *E. Front*, somewhat marred by the aisle-gables; the *Galilee Porch*, adjoining the S.W. Transept; the *S.E. Portal;* and the *Chapter House*, with its flying buttresses.

Interior. The usual entrance is by one of the W. doors. The Nave is harmonious and imposing, though the vaulting is rather low and the bays too wide. At its W. end are two chapels, of somewhat later date. The Norman font stands under the second arch to the S. The stained glass is modern, and the monuments are of little interest. The way in which the E.E. work is accommodated to the pre-existing Norman front is interesting. — The Central Tower is supported by four fine and lofty arches, with massive stone piers, contrasting with the slender piers of the nave. In the lantern hangs 'Great Tom', a bell weighing 5½ tons. The general view of the interior is somewhat marred by the organ placed below the westernmost of these arches. — The Great Transepts contain two bays of St. Hugh's work, while the rest is a little later. The most interesting features are the two circular windows, that in the S. transept being called the **Bishop's Eye* (ca. 1325), and that in the N. the **Dean's Eye* (ca. 1225). The glass in both is old. The E. aisles of the transepts contain chapels, separated from the transepts by carved screens. The beautiful **Doorways* leading into the choir-aisles are of the latest E.E. period.

The *Choir, the oldest known example of the E.E. or pure Gothic style, is separated from the nave by a Dec. *Screen* (1320), surmounted by the organ. The lowness of the vaulting is felt here even more than in the nave. The five easternmost bays of the choir, beyond the E. Transepts, form the **Presbytery or Angel Choir, 'one of the loveliest of human works', added in 1255-80. Its proportions and its details are alike admirable. The **Choir Stalls*, dating from the late-Dec. period (1360-80), are unsurpassed in England (comp. p. 295). Among other noticeable points in the choir are the **E. Window*; the *Easter Sepulchre*, to the left of the high-altar; the monuments of Catherine Swynford, third wife of John of Gaunt, and their daughter, the Countess of Westmorland, to the right of the altar; the altar-tomb of Queen Eleanor (d. 1290), destroyed in 1644 and re-erected in 1891 (below the great E. window); the site of the shrine of *Little St. Hugh of Lincoln*, a child alleged to have been crucified by the Jews (S. aisle); the unique *Piers* at the angles of the choir and E. transept, with their crockets and detached shafts; the modern *Pulpit*; the monuments of *Bp. Wordsworth* (d. 1885) and *Dean Butler* (d. 1894); the sculptured *Angels* in the Angel Choir; and the *Diapered Screen* of the *Choristers' Vestry*. Most of the stained glass is modern and bad.

The Cloisters are entered from the N.E. Transept through a vestibule, on the wall of which is a slab commemorating '*Mrs. Markham' (Elizabeth Penrose)*, the guide of our earliest historical studies. The Cloisters were erected towards the end of the 13th century. The N. Walk, rebuilt by Wren, affords one of the best views of the cathedral. — In the E. Walk is the entrance to the *Chapter House, a decagonal building of the 13th cent., with vaulting borne by a central shaft. Several of the earliest English parliaments, under Edward I. and Edward II., met here. — The Chapter Library, above the N. Cloister, contains 5000 vols. and valuable MSS.

Many of the houses surrounding the Close, or Minster Yard, are picturesque and interesting. Among these are the *Chancery* (14-15th cent.), at the N.E. angle; the *Cantilupe Chantry*; the house known as the *Priory;* and the quaint little *Vicars' Court* (14-15th cent.), opposite the S.E. Transept. The remains of the *Old Episcopal Palace* to the S., the oldest parts dating from early in the 12th cent., are also of great interest; they include


Chapter House
Presbytery
Altar
Eastern Sep.
Workshops
Ch.
Ch.
Ch.
Ch.
N.E. Transept
S.E. Transept
Deans Chapel
Vestibules
Library
Cloisters
N. Aisle
CHOIR
S. Aisle
Chapels
Chapels
N.W. Transept
S.W. Transept
Galilee Porch
N. Aisle
NAVE
S. Aisle
Morning Chapel
Consistory Court
N.W. Chapel
S.W. Chapel
W. Doorways
N
S
INCOLN CATHEDRAL
Feet
Metres

Bishop Alnwick's Tower (now fitted up for the Theological School) and *Dining Room*, and *St. Hugh's Hall*. A new *Palace* has been erected close by. The *Deanery*, to the N., is modern; the *Sub-Deanery* (with a good oriel) and the *Precentory* have been modernized. In the close, beside the Chapter House, stands a *Statue of Tennyson* (see below). — The main entrance to the close is by the *Exchequer Gate* (see p. 479), a large three-arched gateway of the early 14th century. *Potter Gate*, at the S.E. corner, is of the same date.

Among other points of interest in Lincoln are the *Arboretum* (Pl. D, E, 3), on the E. side of the city; the small ruin of *Monks' Abbey; St. Anne's Bede-Houses* (Pl. D, E, 2); the large *County Hospital* (Pl. E, 2, 3); and the *Science & Art School* (Pl. C, 3). — In the High St., to the S. of the Midland Railway (see p. 478), is *St. Mary's Guild*, an interesting range of 12th cent. buildings, popularly known as John of Gaunt's Stables (to the left; near St. Peter's). On the opposite side (Nos. 122, 123) is *John of Gaunt's Palace* (much altered). The old church of *St. Peter-at-Gowts* (Pl. A, 6), on the other side of the street, has a pre-Norman tower like that of St. Mary's (p. 478). The High St. ends at the *Bargate Bridge*, over an arm of the Witham.

The immediate environs of Lincoln contain few attractions, but the ecclesiologist will find much to interest him in Lincolnshire churches.

The usual routes from London to Lincoln are the G. N. R. from *King's Cross* viâ *Grantham* (comp. p. 394), or the G.E.R. from *Liverpool St.* viâ *Spalding* (see below; 3½-5½ hrs.; fares 18*s.* 10*d.*, 10*s.* 9*d.*); it may be reached also from *St. Pancras* or *Marylebone Station* viâ Nottingham, or from *Euston* viâ Rugby and Trent.

From Lincoln to Boston, 31 M., G. N. R. in ¾-1¼ hr. (fares 4*s.* 2*d.*, 2*s.* 6½*d.*). This line runs through the fen-country, following the lower course of the *Witham*. From (9 M.) *Bardney* a branch-line runs N. to *Louth*, with a fine church-spire, 294 ft. high. — At (15½ M.) *Kirkstead*, with the remains of a Cistercian abbey (12th cent.), a line diverges to *Horncastle*, passing *Woodhall Spa* (Victoria; Royal; Goring; Clevedon Club), with springs strongly impregnated with iodine. — To the left, near (19 M.) *Tattershall*, is the keep of an old *Castle* (16th cent.).

31 M. **Boston**, *i.e.* 'St. Botolph's Town' (*Peacock; Red Lion; Rail. Rfmt. Rooms*), an ancient seaport at the mouth of the *Witham*, with 15,667 inhab., is perhaps chiefly interesting from its association with its famous namesake on the other side of the Atlantic. The **Church of St. Botolph* is a large Dec. building, with a lofty Perp. tower ('Boston Stump') crowned with an octagonal lantern (280 ft.). It contains a chapel restored in 1857 by New England Bostonians in memory of John Cotton (1585-1652), who was vicar here before he went to America. The old *Guildhall*, in which Brewster (p. 451) and his companions were tried, has some ancient stained glass. Among the quaint timber buildings in the town is *Shodfriars Hall*. — Boston is a railway-centre of some importance, lines running N. to (15¼ M.) *Firsby* (for the 'Tennyson country' and for Skegness, see below), (21 M.) *Willoughby* (with a branch to *Sutton-on-Sea* and *Mablethorpe*), (34 M.) *Louth* (see above), and (47½ M.) *Grimsby* (p. 477); W. to (15¼ M.) *Sleaford* (p. 394) and (32 M.) *Grantham* (p. 394); and S. to (14 M.) *Spalding* (*Lynn, Peterborough*, etc.). Many of the finest churches in Lincolnshire and Norfolk lie on the railway between Boston and Lynn (comp. p. 495). — From Firsby (see above) a short branch runs to the N. to (4 M.) *Spilsby*, 6 M. from which lies *Somersby*, birthplace of Tennyson (1809-92). Another branch-line leads in the opposite direction to (9 M.) *Skegness* (Lumley Hotel; Seacroft; Hydro Hotel), a popular seaside and golfing resort.

From Lincoln to Gainsborough, 16 M., railway in 20-30 min., viâ *Saxilby*, *Stow Park*, and *Lea*. — 16 M. **Gainsborough** (*White Hart*, R. 4*s.*, D. from 3*s.*; *Rail. Rfmt. Rooms*), on the *Trent*, is an interesting old river-port and manufacturing town. The *Church of All Saints* has an ancient tower (ca. 1300). The

Old Hall, or *Manor House* (no adm.), is a fine specimen of a baronial residence (15-16th cent.; restored in 1884). *John Robinson* (1575-1625), the pastor of the Pilgrim Fathers at Leyden, is believed to have been a native of Gainsborough, where the *John Robinson Memorial Church* was opened in 1897. Gainsborough is the St. Ogg's of the 'Mill on the Floss'. The 'eagre', or tidal wave on the Trent, runs past the town. — Railways to *Doncaster* (p. 451), *Retford* (p. 451; for Sheffield), and *Barnetby* (p. 478) diverge here. From *Haxey Junction*, the fourth station on the line to Doncaster, a short branch (5 M.) runs to *Epworth*, the birthplace of John and Charles Wesley (in 1703 and 1708), which may be reached also from *Crowle* (omn. twice daily), on the line between Barnetby and Doncaster (p. 478). — A steamer plies daily from Gainsborough down the Trent.

Beyond Lincoln the train continues to run through the fenny district, the meres and marshes of which have, however, been mostly converted into rich pasture and fertile corn-land. — At (61 M.) *Newark* (p. 451) we cross the main line of the G.N.R.

64½ M. *Rolleston* is the junction of a line to (7½ M.) *Southwell* and (14½ M.) *Mansfield* (p. 408).

Southwell (*Saracen's Head*), a small town with 2800 inhab., is often visited for the sake of its fine **Minster* (306 ft. long), raised to the rank of a cathedral in 1884. It is one of the few great English churches of an early period that retain their three towers. The *Nave*, *Transepts*, and *Towers* are Norman, dating from the beginning of the 12th cent.; and the massive *Interior is very imposing. The *Choir*, with its ingeniously combined triforium and clerestory, is E.E., dating from 1230-50. The *Chapter House*, erected in 1285-1300, is adorned with exquisite *Stone-carvings. The fine *Screen* separating the choir and nave is Dec. (14th cent.). — To the S. of the cathedral are the ruins of an old *Palace* of the Archbishops of York and the *New Palace* by Bodley.

At (68½ M.) *Thurgarton* is *Thurgarton Priory*, on the site of a Benedictine convent. The *Priory Church* is now the parish-church.

78 M. **Nottingham** (*Rail. Rfmt. Rooms*), see p. 389.

58. From London to Cambridge.

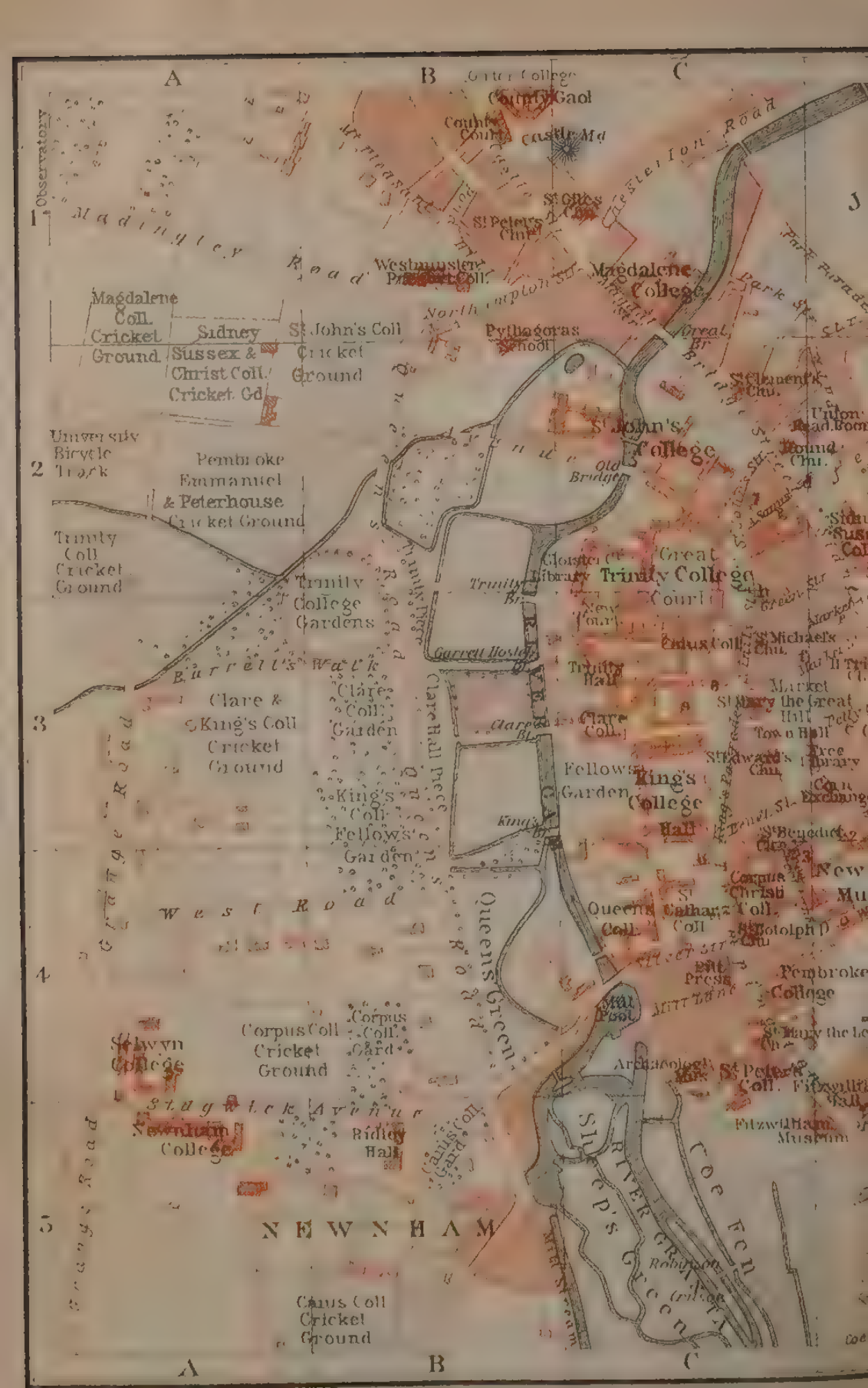
56 M. Great Eastern Railway from *Liverpool Street Station* or *St. Pancras* in 1¼-2⅔ hrs. (fares 8*s.* 9*d.*, 4*s.* 7½*d.*). — Cambridge may be reached also by the G.N.R. viâ *Hitchin* (p. 397) in 1¼-2½ hrs. (same fares), or by the L. & N.W.R. viâ *Bletchley* and *Bedford* (see p. 492).

The trains from *Liverpool Street* and *St. Pancras* traverse the N.E. suburbs of London and unite at (6 M.) *Tottenham*. The line skirts the river *Lea*. Beyond (8 M.) *Angel Road* the wooded heights of *Epping Forest* are visible to the right. — 13 M. *Waltham Cross* (Four Swans), with Waltham Abbey and Cross (see *Baedeker's London*). — At (14 M.) *Cheshunt*, famous for its rose-gardens, Richard Cromwell died in 1712.

Cheshunt may be reached also by another line from Liverpool St., viâ *Edmonton* (Bell, rebuilt since Cowper's time), whence a short branch-line runs to *Enfield*; see *Baedeker's Handbook for London*.

17 M. *Broxbourne* (Rail. Rfmt. Rooms) is the station for *Haileybury College* and the junction of lines to *Rye House* and *Hertford* (p. 397), and to *Widford* and *Buntingford*.

Charles Lamb, when a boy, used to visit *Blakesware*, near Widford (the Blakesmoor in H— shire of 'Elia'), where his grandmother, Mary Field (d. 1792; buried at Widford), was housekeeper.



A
B
C
J
1
2
3
4
5
Observatory
Madingley Road
County Gaol
County Court
Castle Md
St Giles Chu
St Peter's Chu
Westminster Presbyt Coll
Magdalene College
Magdalene Coll. Cricket Ground
Sidney Sussex & Christ Coll. Cricket Gd
St John's Coll Cricket Ground
Pythagoras School
Great Br
St Clement's Chu
Union Road Room
Round Chu
St John's College
Old Bridge
University Bicycle Track
Pembroke Emmanuel & Peterhouse Cricket Ground
Trinity Coll Cricket Ground
Trinity College Gardens
Trinity Br
Great Trinity College Court
Cloister Ct Library
New Court
Garrett Hostel
Trinity Hall
Caius Coll
St Michael's Chu
Market
St Mary the Great Hall
Town Hall
Free Library
Corn Exchange
Burrell's Walk
Clare & King's Coll Cricket Ground
Clare Coll Garden
Clare Hall Piece
Clare Coll
Fellows Garden
King's College Hall
King's Coll Fellows Garden
King's Br
St Edward's Chu
St Benedict Chu
Corpus Christi Coll
Queens Coll
St Catharine Coll
St Botolph Chu
Pembroke College
Mill Pool
Mill Lane
West Road
Queens Green
Corpus Coll Cricket Ground
Corpus Coll Gard
Selwyn College
Stagwick Avenue
Newnham College
Ridley Hall
Caius Coll Gard
Archaeological Mus
St Peter's Coll
Fitzwilliam Hall
Fitzwilliam Museum
Sheep's Green
River Grant
Coe Fen
Robinson
Crusoe
NEWNHAM
Caius Coll Cricket Ground

Wagner & Debes' Geogl. Establishment

We now cross the *Lea* and enter Essex. — From (30½ M.) **Bishop Stortford** (*George*; 7143 inhab.), with a celebrated Grammar School, a branch runs to (9 M.) *Dunmow* (White Lion), *Felstead* (11½ M.), *Braintree* (18 M.), and (30 M.) *Witham* (p. 496).

Near Felstead are the ruins of *Little Dunmow Priory*, where it is the custom to present a flitch of bacon to any married couple who have not repented of their marriage during a year and a day.

Near (42 M.) *Audley End* is the fine mansion of Lord Braybrooke, occupied at present by Lord Howard de Walden (no adm.).

About 2 M. to the N.E. (railway) is **Saffron Walden** (*Rose & Crown*), a small town (5896 inhab.), with a large Perp. church, a ruined castle, a museum, and several quaint timbered houses.

At (46 M.) *Great Chesterford*, in the *Cam* or *Granta Valley*, we enter Cambridgeshire. 53 M. *Shelford*, the junction of a line to *Linton*, *Haverhill*, and *Long Melford* (p. 497). Farther on the low *Gogmagog Hills* are visible to the right. The red buildings on the same side as we enter the station are Cavendish College (p. 492).

56 M. Cambridge. — **Hotels.** *University Arms, Regent St. (Pl. a; E, 4), R. 5*s*., D. 4*s*., on Sun. 5*s*.; Bull (Pl. b; C, 4), Trumpington St., R. 4*s*. 6*d*., D. 5*s*.; Lion (Pl. c; D, 3), Petty Cury; Blue Boar (Pl. h; C, 3), Trinity St., R. & bath 3*s*., D. 3*s*.; Hoop (Pl. d; C, D, 2), Bridge St., R. 4*s*. 6*d*., D. 3*s*. 6*d*.; Ye Olde Castel, St. Andrew's St., R. 3*s*. 6*d*., D. 3*s*. 6*d*., well spoken of; Sidgar (Pl. f; C, 3), 14 Market St.; Livingstone (Pl. g; D, 3), 16 Petty Cury, R. & B. from 3*s*. 9*d*., Bird Bolt, R. 2*s*., Regent St., two temperance hotels. — Boarding Houses: *Brooklyn*, 70 Regent St., pens. from 6*s*. per day; *Albert House*, 2 Round Church St. (3*s*. 6*d*.); *Palmer*, 67 Jesus Lane; *Kenmare House*, 74 Trumpington St.

Restaurants. **Buol*, 17 King's Parade; *Hartmann*, 3 Market St.; *Rail. Refmt. Rooms*. — *The Café*, 14 Trinity St.; *Dorothy Café*, Sidney St. (tea and coffee). — Ices at *Thurston's*, 26 St. Andrew's St.; *Bradford*, 9 Rose Crescent.

Photographs. *Stearn*, 72 Bridge St.; *Johnson*, 3 St. Andrew's St.

Baths, 10 Rose Crescent. — *River Baths* at the University Sheds (not open to strangers) and on Sheep's Green. — *Turkish Baths*, 26 St. Andrew's St.

Post and Telegraph Office (Pl. D, 3), Petty Cury.

The Railway Station (beyond Pl. F, 5) lies 1½ M. from the centre of the town; cab 1*s*. 6*d*. (each pers. beyond one, 6*d*. extra).

Cabs. For 1½ M. 1*s*., each ½ M. additional 6*d*., each pers. beyond one 6*d*. extra for the whole hiring; with two horses 1*s*. 6*d*., 9*d*., 9*d*. Per hour 2*s*. 6*d*. (1-3 pers.), with two horses 4*s*. 6*d*. (1-7 pers.), each ¼ hr. additional 6*d*., 1*s*.

Tramways run from the Station through Hills Road, Regent St., and St. Andrew's St. to the *Post Office* (Pl. D, 3) and through Lensfield Road and Trumpington St. to the *Market Place* (Pl. C, 3). Fares 1*d*., 2*d*. — Motor Omnibuses (fare 1*d*.) also ply from the Station to the Post Office and Chesterton Road, and from Mill Road to the Post Office and Huntingdon St.

Principal Attractions. *Fitzwilliam Museum* (p. 484); *Peterhouse* (p. 485); *Queens' College* (p. 486); *King's College* (p. 487), with its grounds and chapel; *Clare College* (p. 488); exterior of the *University Library* and *Senate House* (p. 488); *Trinity College* (p. 488), and grounds; *St. John's College* (p. 489), with grounds; the *Round Church* (p. 490); *Magdalene College* (p. 490); *Jesus College* (p. 490); *Gonville and Caius College* (p. 488). A college-service should be attended in the chapel of King's, Trinity, St. John's, or Caius. A walk or a row along the **Backs* should on no account be omitted.

Boats may be hired on the *Lower River*, the *Upper River*, or the *Backs*, three reaches of the *Cam*, at different levels, separated by locks. Visitors who merely wish a short row should take a boat either at the Mill Pool (Pl. C, 4) or at Garrett Hostel Bridge (Pl. B, 3), adjoining

Trinity, and skirt the *College Backs* (see below). The *Inter Collegiate Boat Races* (comp. p. 242, chiefly in June) are rowed on the Lower River, and here also all the necessary practice is performed. The pretty but narrow Upper River is resigned to non-racing boats.

Cambridge, a town with (1901) 38,379 inhab., situated on the *Cam*, in a somewhat flat but not unpleasing district, is interesting as the seat of one of the two great English Universities. Though on the whole less picturesque than Oxford, especially as regards general views, Cambridge contains several collegiate buildings which are at least equal in interest to those of the sister-university, while in certain points, such as the 'Backs', *i.e.* the beautiful lawns and avenues behind the colleges, it possesses charms peculiar to itself.

History. Though its authenticated pre-academic epoch is longer, the history of Cambridge is identified, even more than is the case at Oxford, with the growth of its university. It is believed to occupy the site of the British *Caer Grauth* and the Roman *Camboritum*, situated on the N. (left) bank of the *Cam* or *Granta*. The name appears in the Anglo-Saxon Chronicle as *Grantabrycge*, and later as *Cantebrigge* (14-15th cent.). The town was ravaged several times by the Danes, and William the Conqueror built a castle here, of which almost nothing now remains (comp. p. 490).

In regard to the University, legend has been no less daring at Cambridge than at Oxford, ascribing the establishment of the first seat of learning here to a Spanish prince named *Cantaber*, 300 years before the Christian era. In both cases, however, the first establishment of teaching bodies seems to have taken place in the 13th cent., while their documentary history begins in the 13th. The earliest recognition of Cambridge University occurs in a writ of the second year of Henry III. (1217); the first college was founded in 1284; and in 1318 the University was recognized as a *studium generale* by Pope John XXII. The manner of its early development was similar to that of Oxford, and has already been indicated at p. 240. Of the numerous disputes between the University and the Town, the most serious was that of 1381, when the townsmen stormed the colleges and destroyed most of their charters. In the Civil War many of the colleges sent their plate to the king, but the town acquiesced without resistance in the rule of the Commonwealth. Cambridge contains 17 colleges and 2 public hostels, attended by about 3000 students. There are also four other hostels and two colleges for women, not incorporated with the University.

Comp. *Willis & Clark's* 'Architectural History of Cambridge' (4 quarto vols., 1886), *J. Bass Mullinger's* admirable 'History of the University of Cambridge' (1873-84), *J. W. Clark's* 'Cambridge' (1890) and 'Historical and Descriptive Notes', *T. D. Atkinson's* 'Cambridge' (1898), *Dean Stubbs's* 'Cambridge', in the 'Mediæval Towns Series' (1905), the *University Calendar*, and the *Cambridge Student's Handbook*. See also pp. 240-242 for a general sketch of the customs and organization of the University.

At the (3 min.) end of Station Road we turn to the right and follow the tramway-line, passing the red *Church of St. Paul*, and Harvey Road, leading to the *University Cricket Ground*. Farther on, at the large *Roman Catholic Church*, opposite the *Perse Grammar School* (Pl. E, 6), we turn to the left into *Lensfield Road*, a broad thoroughfare leading to the (¼ M.) S. end of *Trumpington Street*. Here is situated *Hobson's Conduit* (Pl. D, 5), constructed in 1614, partly at the cost of *Thomas Hobson*, carrier and livery stable-keeper, whose rule of strict rotation in letting out his horses gave rise to the phrase 'Hobson's Choice'. His memory has been immortalized by Milton.

Proceeding to the N. we pass *Addenbrooke's Hospital* (Pl. D, 5) and reach the *Fitzwilliam Museum (Pl. C, D, 5; open daily, 10-5

or 6 in summer and 10–4 in winter; closed on the 1st Wed. of each month), a fine building in Grecian style, with the important collections bequeathed by Viscount Fitzwilliam in 1816 and acquisitions of later date. Catalogue of paintings by *Sidney Colvin* (6d.), of antiquities by *H. A. Chapman* (6d.).

Interior. Passing through the beautiful Entrance Hall, and ascending the Staircase, we enter the large West Gallery (Gallery III), among the best works in which are the following (enumerated from left to right) 63. *Ruysdael*, Mountain scene; 74. View of Amsterdam, *65, 84. Scenes on the Dunes; *Terburg*, Old woman; 76. *Jan Steen*, The gallant offer; 68, 77. *A. Cuyp*, Horses; 88. *A. van de Velde*, Pastoral scene; *78. *Jan Steen*, Drawing-lesson; 80. *Ph. Wouverman*, Stable; 72. *Teniers*, Apple peeler; 73. *Jan Steen*, Merry making in the open air; 98. *Berrs met de Bles*, Annunciation; 97. *A. van der Neer*, Moonlight scene; 100. *Murillo*, Vision of Fra Lauterio; 104. *Master of the Death of Mary*, Madonna and Child. – *109. *Palma Vecchio*, Venus and Cupid; 134. *B. Veneziano*, Portrait; 126. *Lor. di Credi* (?), St. Sebastian; 129. *Titian*, Venus and lute player; 138. *Venetian School*, Adoration of the Shepherds; 139. *Guercino*, Expulsion of the money changers from the Temple; *143. *Paolo Veronese*, Hermes, Herse, and Agraulos; 145, 158. *Venetian School*, Holy Family; 148 *Guercino*, The Boy Christ in the Temple; *152. *Rembrandt*, Portrait of himself in military garb (1630), very effective in colouring and lighting; *160 *Frans Hals*, *160. *Corn. de Vos*, Portraits. Among the British pictures on the N. wall: 1. *Wright of Derby*, Hon. W. Fitzwilliam, 2. H. Howard – 3. *Richardson*, Thos. Gray; 9. *Sir James Thornhill*, Handel. – 21. *W. Hogarth*, Dr. Arnold; *Gainsborough*, *15. Wm. Pitt, 18. Hon. W. Fitzwilliam; 29. *Northcote*, Nollekens; several works by *Morland*. The room also contains examples of *W. van Mieris*, *Goyen*, *Both*, *Berckheyde*, *Hobbema* (*49), and *Weenix*, and many interesting works by masters of the second rank. On stands in the centre are some of the best smaller works: *G. Dou*, 33. Schoolmaster, *31. Woman at a window; *A. van Ostade*, 64. Boors smoking, 70. Fiddler; 228 233. *Rubens*, Sketches; 119. *Pasturicchio*, 120. *Perugino*, Madonnas. Also a panel of verre eglomisé in a contemporary frame (Hat; 15th cent.).

To the right is the Nourn Dome Room (IV), with paintings by British masters; also bronze busts of George Washington and Benjamin Franklin. The Nourn Gallery (V) contains minor Italian works, a model of the Taj Mahal at Agra, etc. Gallery II (to the left of the W. Gallery) contains some good works by (or of the school of) *Bellotto*, *Canaletto*, and *Guardi*, miniatures from a Flemish Livre d'Heures (ca. 1500), a portrait (unfinished) by *Raeburn*, and an interesting bust of Napoleon, executed by an Italian sculptor immediately before the battle of Marengo (1800). In Gallery I are 25 *Drawings by *J. M. W. Turner*, shown on application to the custodian, and a number of small paintings of minor importance, enamels, coins, portrait medals, etc. On the Ground Floor is the Sculpture Gallery, containing ancient sculptures, Greek vases, models of buildings, bronzes, Egyptian curiosities, etc. The fine Library (open 10–4), with one of the richest collections of prints in Europe, autograph music by Bach, Handel, Beethoven, Purcell, etc., and illuminated MSS., is shown to graduates and their friends only, or to undergraduates with an order.

The *Archæological Museum*, an annexe to the Fitzwilliam Museum behind St. Mary the Less (p. 486), contains ethnological collections and upwards of 600 casts from the antique (open at the same times as the Museum, see above; catalogue by Dr. Waldstein). Proposed new building, see p. 492.

Opposite the Fitzwilliam Museum is *Fitzwilliam Hall*, the official headquarters of the non-collegiate students. Farther on, on the left, is **St. Peter's College** (Pl. C, 4), or *Peterhouse*, the oldest college in Cambridge (but comp. p. 489), founded by Hugh de Bals-

ham, Bishop of Ely, in 1284. It possesses two courts, the first of which is divided into two parts by the *Chapel*, built in 1632 in an Italian Gothic style. The only parts of the original building are on the N. side of the first court (visible from the W.). The new *Hall*, by Gilbert Scott, on the S. side of the second court, contains some beautiful stained glass by Burne-Jones and William Morris.

The most famous member of Peterhouse is the poet Gray, who occupied rooms on the N. side of the first court. They are recognizable by the iron bars at the window (on the outside wall, facing St. Mary the Less), which are said to have been placed there by Gray to facilitate the use of a rope-ladder in case of fire. — To the W., reached from either court, are the pleasant *College Grounds*.

Adjoining Peterhouse is the *Church of St. Mary the Less* (Pl. C, 4), which for 350 years served as the college-chapel. It is in the Dec. style of the 14th cent., but has been spoiled by alterations.

Opposite St. Mary's is **Pembroke College** (Pl. C, 4), founded by the Countess of Pembroke in 1347, but almost entirely rebuilt. The *Chapel* (lengthened towards the E. about 1883) was built by Sir Christopher Wren in 1663-5; the *Hall*, *Library*, and *Master's Lodge* are recent erections by Waterhouse, the rest of the new buildings are by the younger Scott.

The room to the left of the entrance, formerly the chapel, contains a fine ceiling. The cloister leading to the chapel is interesting also. The pretty *Gardens* contain a mulberry-tree associated with the memory of Edmund Spenser, who was a member of this college. Other eminent alumni are Ridley, Grindal, Andrewes, Gray (who removed to Pembroke from Peterhouse), William Pitt the Younger, and Richard Crashaw.

To the left, at the corner of Mill Lane, stands the **Pitt Press** (Pl. C, 4), a large ecclesiastical-looking edifice, containing the *University Printing Office* and the *Registry*. It is nicknamed the 'Freshmen's Church'. To the right is *St. Botolph's Church* (Pl. C, 4).

Following Silver St. to the left, we reach ***Queens' College** (Pl. C, 4), founded in 1448 by Queen Margaret of Anjou, wife of Henry VI., and completed by Queen Elizabeth Woodville, wife of Edward IV.

We pass through the handsome vaulted *Gateway*, with its four turrets, and enter the Great Court, with the *Hall*, *Library*, and old *Chapel*. On the wall of the latter, which has been judiciously restored, is a large sun-dial. The passage adjoining the Hall leads into the picturesque *Cloister Court*, from which a wooden bridge crosses the Cam to the *College Grounds*. To the S. of the Cloister Court is the *Erasmus Court*, with the *Erasmus Tower*, in which Erasmus lodged. On the N. side of the principal court is the *Walnut Tree Court*. A new court, with a large new *Chapel*, has been built farther to the N. Thomas Fuller was a member of Queens'.

By continuing to follow Silver St., crossing the Cam, and ascending Sidgwick Avenue, we reach *Ridley Hall* (Pl. B, 5), a modern theological college for graduates (1879). Farther on, beyond Corpus Cricket Ground, is **Selwyn College** (Pl. A, 4), a 'hostel' founded in 1882, and intended, like Keble College (p. 249), to provide an economical university training for members of the Church of England. Beyond are the *University Football Ground* and the fine *Rifle Range* of the University rifle-corps. — To the S. of Selwyn is **Newnham College** (Pl. A, 5), a women's college, established in 1875. It accommodates nearly 200 students.

Nearly opposite the main gateway of Queens' is an entrance to *St. Catharine's College* (Pl. C, 4), founded in 1475. Archbishop

Sandys was Master of St. Catharine's. — Passing through this college, we again reach Trumpington St., opposite —

Corpus Christi College (Pl. C, 4), established in 1352 by the amalgamation of the 'Gilda Corporis Christi' and the 'Gilda Beatæ Mariæ Virginis'. The W. front and the first court are modern, but the picturesque *Old Court* (entered from the N.E. angle of the first court) belongs to the original building. The *Library* (to the right on entering) contains a very valuable collection of MSS., bequeathed by Archbishop Parker, and the *Buttery* possesses some fine old plate. Archbishops Tenison and Parker, Marlowe, Fletcher, Richard Boyle, Wishart the Martyr, and Samuel Wesley are among the names on the college-books.

In Benet Street, to the N. of Corpus, is *St. Benedict's Church* (Pl. C, 3, 4), generally called *St. Benet's*, the tower of which is one of the best specimens of pre-Norman architecture in England. In the interior the arch opening into the tower is noticeable; the rest of the building has been modernized (open daily).

In Free School Lane, to the E., we have a view of a curious covered passage from Corpus Christi College to the church, and also of the exterior wall of the college, among the oldest collegiate buildings extant in Cambridge (1352). Farther on are the Science Schools and Museums (p. 491).

The continuation of Trumpington St. is named the *King's Parade*, and here, in an open and central position, is ***King's College** (Pl. C, 3), founded in 1440 by Henry VI., and finished by Henry VII. and Henry VIII. The *Great Court* is separated from the street by a modern open-work stone screen. Beyond the *Fellows' Building* is a fine lawn sloping to the river.

On the N. side of the principal court is the ****Chapel**, the glory of King's College and of Cambridge, built in 1446-1515, and one of the finest Perp. interiors in England (p. lvii; open, free, 10-3; choral service at 5 p.m., except on Wed.; on Sun. 3.30 p.m.). It is 290 ft. long and 85 ft. wide. The beautiful ***Stained Glass Windows** date from the 16th cent., except that at the W. end, which is a modern imitation of the others. The fan-vaulted *Ceiling*, the carved *Stalls*, and the *Organ Screen* all demand notice. A new carved reredos is being erected, which will include the former altar-piece, a Descent from the Cross ascribed to *Daniele da Volterra*. The Tudor portcullis and rose are here, as elsewhere in Cambridge, freely used in the decoration. The roof (ascent 6*d.*) commands an extensive view, reaching on the N.E., to Ely Cathedral (p. 493). — Wordsworth's fine sonnet on the Chapel will occur to everyone.

The other buildings of the college were built in the 18-19th cent. and have no particular architectural merit. The fountain was erected in 1877. On the S. side of the lawn (see above) are the *Library* and *Provost's Lodge*, forming the beginning of a new court, by Bodley. — Among the chief members of King's were Archbp. Sumner, Bp. Pearson, Sir William Temple, Sir Robert Walpole, Horace Walpole, and Lord Stratford de Redcliffe.

Visitors who do not intend to walk all along the Backs (p. 484) may obtain a view of them, at perhaps their prettiest point, by crossing King's College bridge and entering Clare (p. 488) from behind.

A little farther on, to the left, is the *Schools Quadrangle*, now entirely absorbed by the **University Library** (Pl. 9, C, 3; open 9.30-4, on Sat. 9-2, to visitors accompanied by a graduate), established in 1444.

The original buildings of this Quadrangle were finished in the 15th century. The present façade was built in 1754-8 and the north wing in 1842. Other additions and alterations have been carried out during the 19th cent.; and all the rooms formerly used as Examination Schools have been absorbed by the Library.

The *Library*, which is surpassed in size in England by the British Museum and Bodleian alone, contains 772,000 vols., 80,000 maps, and 8000 MSS. Among the latter, many of which are of immense value, are the Beza Græco-Latin MS. of the Gospels and Acts of the Apostles (6th cent.; presented by Theodore de Beza in 1581), a copy on vellum of Wycliffe's Bible, and a Persian MS. of 1388. There are also numerous incunabula and several collections of books of a special character.

The Library is adjoined by the **Senate House** (Pl. 8), built by Gibbs in the Corinthian style in 1730. The interior contains statues of Pitt, by *Nollekens*, the Duke of Somerset, by *Rysbrach*, etc. The graduation ceremonials and other great public functions of the University are held here. — Opposite the Library is **St. Mary's the Great** (Pl. C, 3), the University Church, a Perp. edifice of 1478-1596, restored by Scott (university service at 2.15 p.m. on Sun.).

We now go down Senate House Passage to **Trinity Hall** (Pl. C, 3), founded in 1350, and principally frequented by students of law.

The *Garden Court* is picturesque, and the small *Fellows' Garden* also is pretty. The book-cases in the *Library* still retain the iron bars to which the books used to be chained. Among the alumni of Trinity Hall are Hollinshed, Lord Howard of Effingham, Bp. Gardiner, Lord Chesterfield, Lord Lytton, Lord Chief Justice Cockburn, John Sterling, and Sir Leslie Stephen.

To the S. of Trinity Hall lies **Clare College** (Pl. C, 3), the second oldest in Cambridge, founded in 1326; the present buildings, which enclose a large court on the bank of the Cam, are of later date.

At the back is a bridge leading across the Cam (view) to the beautiful **Fellows' Garden* and a fine avenue of limes. Archbishop Tillotson, Whiston the translator, and Cudworth are, perhaps, the most eminent names associated with Clare.

Opposite Clare is the handsome new W. façade of the Schools Quadrangle (comp. p. 487), incorporating and completing the old King's College Gateway.

We now return to Senate House Passage and pass through the picturesque *Gate of Honour* into **Gonville and Caius College** (Pl. C, 3), shortly styled Caius ('Keys'), founded in 1348 by Edmund de Gonville, and refounded in 1558 by the erudite Dr. Caius, body-physician to Queen Mary. The *Gate of Humility*, the principal entrance (modern; ancient gate preserved in a passage near the lecture-rooms), is in Trinity St.

The *Caius Court*, which we enter by the Gate of Honour, communicates with the first or Tree Court by the *Gate of Virtue*, and is the work of Dr. Caius. The inner or *Gonville Court*, to the right, was refaced in the 18th century. Among former students of Caius are Harvey (p. 245), Jan Gruter (the scholar), Sir Thomas Gresham, Jeremy Taylor, Judge Jeffreys, Hookham Frere, and Lord Chancellor Thurlow.

In Trinity St., opposite Caius College, stands *St. Michael's Church* (Pl. C, 3), a Dec. building restored by Scott. — To the left, beyond Caius, is the beautiful *King's Gateway* of ***Trinity College** (Pl. C,

2, 3), the largest college in England, formed by Henry VIII. in 1546 by the amalgamation of several earlier foundations.

The lower part of the King's Gateway dates from the time of Edward IV., and the upper from that of Henry VIII., with a statue of whom it is adorned. On the inner face are figures of James I., Queen Anne of Denmark, and Charles I. The *Great Court, which is not quite rectangular, is 325-345 ft. long and 255-285 ft. wide. On the N. side is the *Chapel* (open 11-1 and 2.30-4), built in the Tudor period; it contains good carved woodwork and numerous statues and busts, the finest of which is that of *Sir Isaac Newton by Roubilliac. The windows are modern. The organ, one of Father Smith's enlarged by Hill, is the best in Cambridge and one of the largest in Britain. In the antechapel is a statue of Tennyson by Thornycroft (1909). To the W. of the chapel is *King Edward's Tower*, with a statue of Edward III. On the W. side of the court is the *Hall*, a handsome room, containing portraits of Newton, Bacon, Dryden, Tennyson, and other eminent alumni, and a fine portrait of the Duke of Gloucester (aged six) by Reynolds. To the S. of the Hall is the huge *Kitchen*, in which dinner is cooked daily for 700 persons. — The passage between the hall and the kitchen leads into the *Cloister* or *Neville's Court*, surrounded on three sides by covered arcades. On the W. side is the *Library*, built by Wren in 1676 (open in the Easter Term, 2-4) and containing 125,000 books and 2000 MSS. The interior is admirably fitted up, and the oaken book-cases are adorned with carvings by Gibbons. At the S. end is a fine *Statue of Lord Byron by *Thorvaldsen*, and round the rooms are busts of other famous members of the college, notably those of Newton, Bacon, and Tennyson (by Woolner). Numerous valuable incunabula and MSS. are exhibited in the glass-cases (poems by Milton and Tennyson, Lord Byron's first letter, Thackeray's 'Esmond', etc.). The first folios of Shakespeare are also shown. The *Vestibule* (entr. in the N.W. corner of the court) contains Roman antiquities found in England. — To the S. of the Cloister Court is the *New* or *King's Court*, the W. gateway of which leads to a bridge over the Cam (*View of the Backs and of St. John's) and to a stately **Avenue of Limes*. — On the other side of Trinity St., opposite the Entrance Gateway, are two other small courts belonging to Trinity, built by *Dr. Whewell* (d. 1862) and known as the *Master's Courts*.

Bentley and Whewell were Masters of Trinity, and the long list of its famous members includes the names of Newton, Bacon, Porson, Pearson, Dryden, Cowley, Herbert, Macaulay, Byron, Thackeray, Tennyson, Archbp. Benson, F. Maurice, and F. Galton. The first-floor rooms on the N. side of the King's Gateway were Newton's, and those below were Thackeray's. The groundfloor rooms next the chapel were occupied by Macaulay, and Byron had rooms on the N. side of the Cloister Court (first floor, central staircase). Tennyson lived out of college.

To the N. Trinity is adjoined by **St. John's College** (Pl. C, 2), the second in size of the Cambridge colleges, founded in 1511 by Lady Margaret Beaufort, mother of Henry VII. It, however, represents a foundation even earlier than that of Peterhouse, having succeeded St. John's Hospital, established on this site in the 12th century.

St. John's consists of four courts. We enter the First Court by a handsome *Gateway*, with a statue of St. John. On the N. is the *Chapel*, a modern Dec. building by Scott (12-1 and 2-3). The interior is elaborately adorned with carving and coloured marbles, and contains several monuments removed from the old chapel and modern memorials to Kirke White and others. The *Hall*, on the W. side of this court, is a long oak-panelled room, with a fine roof and numerous portraits, including Wordsworth and Prof. Palmer (in Arabic costume). — The *Second Court (1595-1620), the brick of which has assumed a beautiful plum-red hue, has been pronounced by Mr. Ruskin the most perfect in the University. The long *Combination Room* (numerous interesting portraits) is on the N. side, where also is a doorway leading to the gardens of the *Master's Lodge*.

The passage at the N.W. angle of this court leads to the *Chapel Court*. — The *Library* (12 3), which is in the N.E. corner of the Third Court (entr. from the Second Court), contains over 85,000 printed books (many incunabula) and 400 MSS.; among its treasures are a vellum copy of Coverdale's Bible and an Irish Psalter. From the W. side of this court a covered bridge (Bridge of Sighs) leads across the river to the Gothic New Court (1827-30), which is of stone. From either the third or the fourth court we may enter the well kept **College Grounds*. The *Fellows' Garden* is planted with trees in the form of a cathedral. — The roll of fame at St. John's, almost as long as that of Trinity, comprises the names of Roger Ascham, Lord Burleigh, Ben Jonson, Abp. Sandys, Gilbert, Billingsley, Herrick, Lord Strafford, Lord Falkland, Matthew Prior, Bentley, Erasmus Darwin, Kirke White, Henry Martyn, Rowland Hill, Horne Tooke, Wordsworth, William Wilberforce, and Lord Palmerston.

In the Backs, near the new part of St. John's, is the *Pythagoras School* (Pl. B, 1, 2; origin of name unknown), an interesting late Norman house (p. xlv). — Near by, in Madingley Road, rises the large *Westminster College of the Presbyterian Church of England* (Pl. B, 1), opened in 1899 at a cost of 40,000*l*. — Between Madingley Road and Huntingdon Road is *Edmund House*, a Roman Catholic seminary opened in 1897.

The red building opposite St. John's, in the English Gothic style, contains the *Divinity and Literary Schools* (Pl. 7, C, 2; 1879). Adjacent is *All Saints Memorial Cross*, marking the site of Old All Saints Church, in the graveyard of which Kirke White was buried.

Turning to the left we soon reach Bridge St. and the **Round Church** (*St. Sepulchre's*; Pl. C, 2), an early-Norman building of 1101, the oldest of the four extant round churches of England (comp. pp. 14, 269, 497; open, 10-4). — Behind the church is the *Union* (Pl. C, D, 2; see p. 242), containing a fine debating hall, reading, writing, and smoking rooms, and a library of 36,000 volumes.

Following Bridge St. towards the left we pass *St. Clement's Church* (Pl. C, 2) and cross a bridge affording a view of St. John's College. To the right, beyond the bridge, is **Magdalene College** (Pl. C, 1; pron. Maudlin), founded in 1542 on the site of a Benedictine hostel or school for monks.

The chief interest of this college is the **Pepysian Building** in the Second Court. It contains the valuable library bequeathed by Samuel Pepys (d. 1703), including the cypher MS. of his famous 'Diary', the key to which was discovered by Lord Grenville in 1825 (visitors not admitted unless accompanied by a fellow). Many of the other MSS. and early printed works are also of great interest. Among the most distinguished members of Magdalene are Archbps. Grindal, Usher, and Cranmer, and Samuel Pepys.

Beyond Magdalene are the churches of *St. Giles* (Pl. C, 1) and *St. Peter* (Pl. B, 1). A little farther on are the *County Court* (Pl. B, 1) and *County Gaol*, adjoining the Castle Mound (Pl. C, 1), a singular artificial elevation, on which stood the keep, the only relic of the castle founded by William the Conqueror. — About ¾ M. to the W. is the *University Observatory*.

We may now return by Bridge St., passing St. Sepulchre's, and turning to the left into Jesus Lane, which leads to **Jesus College** (Pl. D, E, 1, 2), founded in 1497 on the site of a Benedictine nunnery. [Or we may follow Chesterton Lane, to the right, beyond Magdalene, cross the *Cam*, not far from the *University Boat Houses* (p. 491), and follow the road over the common to Jesus Lane.]

This picturesque and extensive college is surrounded on all sides by its own **Grounds*. The most interesting of its buildings is the **Chapel*

(open 11.30-12.30 and 2-4), on the S. side of the second or Cloister Court, which was originally the church of the nunnery, though now shorn of two-thirds of its nave. The transepts contain some late-Norman work; the rest of the building is E.E., with Perp. additions. The stained-glass windows in the transepts are by Morris and Burne-Jones. The door of the chapter-house of the nunnery has been brought to light in the Cloister Court. Among eminent alumni are Cranmer, Sterne, and Coleridge.

By turning to the left on leaving Jesus College we soon reach *Midsummer Common* (Pl. E, F, 1), to the N. of which, on the Cam, are the *University Boat Houses* (Pl. F, 1). — About ¾ M. to the E., on the road to Newmarket, are the ruins of *Barnwell Abbey*, dating from the E.E. period.

From Jesus College, opposite which are the *Clergy Training College* (Pl. D, 2) and the modern church of *All Saints*, we retrace our steps to the end of Jesus Lane and turn to the left. **Sidney Sussex College** (Pl. D, 2), which we thus reach, was founded by the Countess of Sussex, daughter of Sir William Sidney, in 1598, on the site of a suppressed Franciscan monastery.

The *Library* contains a bust of Oliver Cromwell, who was a student here; and there is an excellent contemporary portrait of him in the *Hall* and a cast of his face in the *Library*. The pleasant *Gardens* are reached from the N.W. corner of the left court. Thomas Fuller also was a student at this college.

Sidney St. leads past *Holy Trinity Church* (Pl. D, 3), with its lofty Dec. spire, and the end of Petty Cury, both on the right, to the post-office, opposite which Hobson Street, named after the carrier (p. 484), diverges to the left. To the right is *St. Andrew's Church* (Pl. D, 3), opposite the entrance to **Christ's College** (Pl. D, 3), founded in 1506 by Margaret, Countess of Richmond (p. 489), mother of Henry VII., but completely modernized in the 18th century. The Tudor arms are above the gateway.

The buildings of this college are uninteresting, but the **Gardens* are among the prettiest in Cambridge (open on week-days, 2-4). They contain a mulberry-tree said to have been planted by Milton in 1632. The poet's rooms were on the left (N.) side of the main court, on the first floor of the staircase next the entrance to the chapel. The college possesses some very fine old plate. Besides Milton it has on its books the names of Sir Philip Sidney, Leland, Hugh Latimer, Cudworth (as master), Quarles, Paley, and Charles Darwin. Portraits of several of these hang in the Hall.

Farther on in the same street, also to the left, is **Emmanuel College** (Pl. D, E, 3, 4), founded by Sir Walter Mildmay in 1584, and intended for the maintenance of Puritanical principles. Only a small part of the original buildings remain.

The *Chapel*, entered from the cloister opposite the entrance, was built by Sir Christopher Wren in 1678-88, and contains a fine altar-piece by *Amiconi*. Above the cloister is a *Picture Gallery*, containing some good portraits. The *Library* possesses a few rare MSS., and the college boasts of a silver goblet, the 'Founder's Cup', ascribed to *Benvenuto Cellini*. The *Gardens* contain a large pond. Bishop Hall, Archbishop Sancroft, John Harvard (founder of Harvard College), Cudworth, Sir William Temple, and also several of the Pilgrim Fathers were students of Emmanuel.

Emmanuel faces the end of Downing St., in which is the group of buildings belonging to the scientific and medical department of the University, generally known as the **New Museums** (Pl. C, D, 4), and comprising laboratories, lecture-rooms, and collections.

To the right are the *Anatomical Museum* (Pl. 1; D, 4), the *Zoological Museum* (Pl. 2), and the *Chemical* and *Engineering Laboratories*, behind which is the admirably equipped *Cavendish Laboratory* (Pl. 3) in Free School Lane (p. 487). On the opposite side of Downing St. are the *Sedgwick Memorial Geological Museum* (Pl. 4; D, 4), the *Law School and Squire Library* (Pl. 6), and the *Botanical Museum* (Pl. 5). A new building for the *Archaeological Museum* (p. 485) is to be erected here.

From the E. end of Downing St., Regent St. and Hills Road run S. to the railway-station. In Regent St. are the *Theatre Royal* (Pl. D, E, 4) and the entrance to **Downing College** (Pl. D, E, 4, 5), founded in 1800 from funds left by Sir George Downing (d. 1749), and consisting of a group of uninteresting modern buildings in a park. — In Hills Road (beyond Pl. E, 5) is *Cavendish College*, founded in 1873 to afford a university education at an earlier age and at a smaller cost than at the ordinary colleges. It was closed in 1891, and is now an elementary training-college for women.

On the Huntingdon Road (beyond Pl. B, 1), 2 M. to the N.W. of the centre of the town, is Girton College, established in 1869 for the higher education of women. Women who have fulfilled the requisite conditions as to residence (at Newnham or Girton), etc., incumbent upon members of the University, are now admitted to the Previous Examination and the Triposes, but not to the examinations for the ordinary degree (comp. p. 256).

On the Trumpington Road, to the S., are the *Botanic Gardens* (open 8 till dusk; closed on Sun.).

About 2½ M. to the S.W. of Cambridge lies the village of *Grantchester*, which is believed by some authorities to be the real representative of Grantabrycge (p. 484). On the river here is 'Byron's Pool', 40 ft. deep. *Madingley* and *Cherry Hinton* are other favourite points for the 'constitutionals' of university men.

From Cambridge to Oxford, 76½ M., railway in 2½-3¼ hrs. (fares 13*s.*, 8*s.*, 6*s.* 5*d.*). The trains on this route are often slow and their connection imperfect, so that it is almost as quick to go viâ London. — At (21¼ M.) *Sandy*, the Roman *Salinae*, this line intersects the main G. N. R. line (comp. p. 397). 26 M. *Willington*. — 30 M. **Bedford** (p. 382). — About 3½ M. to the S.E. of (41½ M.) *Woburn Sands* is Woburn Abbey (p. 268; omnibus). — At (44½ M.) *Fenny Stratford* the train crosses *Watling Street* (p. 268), the *Ouse*, and the *Grand Junction Canal*. — 45½ M. **Bletchley**, on the main L. & N. W. line (p. 268). Thence to (76½ M.) *Oxford*, see p. 282.

From Cambridge to *Ely*, see R. 59; to *Huntingdon*, see p. 396.

59. From Cambridge to Ely and Hunstanton.

Great Eastern Railway to (14½ M.) *Ely* in 19-27 min. (2*s.* 9*d.*, 1*s.* 3*d.*); to (56½ M.) *Hunstanton* in 1¾-2¼ hrs. (10*s.* 6*d.*, 4*s.* 8½*d.*).

Cambridge, see R. 58. As we leave the town we have a view, to the left, of the *Cam*, alive in term-time with the College Eights. The line traverses the unattractive *Fen District*. — 5½ M. *Waterbeach*.

14½ M. **Ely** (**Lamb*, R. 4*s.*, D. 4*s.*; *Bell*, R. 4*s.*, D. 3*s.* 6*d.*, very fair; *Angel*, near the station; *Minster*, *City*, two temperance hotels, R. from 1*s.* 6*d.*; *Rail. Rfmt. Rooms*), a small city with 7713 inhab., lies on a slight eminence rising above the fens and formerly surrounded by water. Its name is said to be taken either from the eels in the river or from the willows (Sax. *Helig*) on its banks.

The Isle of Ely is memorable as the last stronghold of the Saxons, ho maintained themselves here, under the leadership of Hereward, the 'Last of the English', from 1066 to 1071.

Bp Alcock's chapel
Card Luxemb.
Bp West's Chapel
Bp. Fortesc.
Bp. Redman
Selwyn
Bp. Barnet
Bp Redman
Bp Luda
CHOIR
Lady Chapel
St Edmund's Chap.
Library
Site of Chapter House
N. Transept
Octagon
S. Transept
Vestry
Monks Doorway
Vestry
Remains of Cloisters
N Aisle
NAVE
S Aisle
Prior's Doorway
St Catherine's Chap.
S W Transept
Font
W Porch or Galilee
ELY CATHEDRAL.
0 50 100 Feet
0 5 10 20 30 Metres

As we approach the cathedral we pass on the left the *Theological College*, then *Ely Porta* or the *Great Gateway* of the old monastery, now used by the *King's School*, the modern buildings of which are situated opposite (see also p. 494).

This school claims to be perhaps the oldest of English public schools, as the direct successor of the monastic seminary in which Edward the Confessor was a pupil (11th cent.).

The ***Cathedral of Ely,** 'one of the very largest and most imposing, one of the most individual, and distinctly the most varied, in England' *(Mrs. Van Rensselaer)*, occupies the site of an abbey founded here by St. Etheldreda in 673. The chief internal dimensions are: length 520 ft., breadth 77 ft., length of transepts 178½ ft., height of nave 62 ft., height of choir 70 ft. The doors are open 9.30-1 and 2-6.30 (2-4 in winter); adm. to the choir 6*d.*, to the W. tower (at 11.30, 12.30, 3, and 5) 6*d.* Daily services at 8.30 and 9.45 a.m. and 4 p.m.

The existing building was begun in 1083 by the first Norman abbot; and the E. half at least was complete in its original form when the see of Ely was created in 1109. The W. part of the nave, including the W. Tower, was finished about 1180, and the Galilee, or W. Porch, was added before 1215. Bishop Northwold (1229-54) pulled down the E. end of the church and added the present Presbytery. The Central Tower, which belonged to the original church, fell in 1322, and advantage was taken of this opportunity to construct the beautiful Dec. Octagon (1322-8). The Lady Chapel dates from 1321-49, and the Perp. Chantries adjoining the retro-choir were added between 1486 and 1550. A new spire was erected on the W. tower at the end of the 14th cent., the weight of which may have caused the collapse of the N.W. transept, though some authorities think the latter was never finished. The whole building has been restored since 1847 under the superintendence of Sir G. G. Scott.

Exterior. The most striking feature is the castellated *W. Tower*, which is unlike any other cathedral-tower in England, and to some extent suggests military rather than ecclesiastical architecture. The greater part of it is Transition Norman (1174-89), but the octagonal top and turrets were added in the Decorated period. The want of its N. wing destroys the symmetry of the W. front (comp. above). The effect of the *Central Octagon* (see p. liii) is good from all points of view. The *E. End* is fine E.E.

Interior. We enter by the E.S. ***Galilee**, or *W. Porch*, and find ourselves below the *W. Tower*. To the right is the S.W. Transept (Transition Norman), the *Baptistery*, with the apsidal chapel of *St. Catharine*, opening from its E. aisle. The N.W. Transept is wanting (see above).

The ***Nave** (208 ft. long) is a fine specimen of the late-Norman style. The roof, originally flat, was raised to the present angle on the construction of the Octagon, and has been painted by Mr. Le Strange and Mr. Gambier Parry (comp. p. 184). In the S. aisle, near the *Prior's Doorway*, is a *Saxon Cross*, in memory of Ovinus, Etheldreda's steward. The *S. Doorway*, at the E. end of this aisle, was originally the monks' entrance from the cloisters. The stained glass is modern, except that in the last window of the triforium on the N. (left) side, which represents St. Peter and was taken from the old E. window.

The nave ends at the ****Octagon**, a unique and very beautiful feature of Ely Cathedral. It is due to the genius of *Alan de Walsingham* (1322-8), who seems to have been the first to conceive the possibility of such a noble substitute as this for the usual narrow and lofty opening of a central tower. The lantern above is a clever piece of timber-work, 142 ft. above the flooring. The polychrome decoration is by Mr. Gambier Parry, and the stained-glass windows are modern also. The roof forms the only Gothic dome in existence'. — The Great Transepts, to the N.

and S. of the Octagon, contain the only remains of the earliest Norman church (see p. 493), mainly on the groundfloor. The E. aisle of the S. arm is occupied by the *Chapter Library* and in the E. aisle of the N. arm is the *Chapel of St. Edmund*, restored in 1898, with a damaged fresco of the martyrdom of the saint, and a 14th cent. screen. The handsome Gothic case of the old organ hangs from the N. side of the triforium.

The *Choir is separated from the Octagon by a modern oaken screen. The E. half of the choir is the older, dating from 1252 (E.E.), while the three elaborate W. bays are a century later (Dec.). The upper row of stalls dates from the 14th cent., but the carved panels and the lower stalls are modern, as are also the reredos, altar, and stained glass. There is no Episcopal Throne, the bishop occupying the stall usually assigned to the dean. Among the most interesting monuments are those of *Bishops de Luda* (1290-8), *Barnet* (1366-73), *Northwold* (1229-54), *Redman* (1501-5), and *Hotham* (1316-37). At the E. end of the N. aisle is the *Chantry of Bishop Alcock* (1486-1500), founder of Jesus College, Cambridge (p. 490); and at the E. end of the S. aisle is that of *Bishop West* (1515-34). In the S. aisle is the monument of *Professor Selwyn* (d. 1878) and in the retro-choir that of *Card. de Luxembourg* (1438-44). On the floor of the S. aisle is a curious piece of ancient (early-Norman?) sculpture.

From the N.E. angle of the N. Transept we enter the Lady Chapel, an elaborate specimen of the Dec. style (1321-49), now used as the parish church of Holy Trinity. — Extensive view from the top of the *W. Tower*. — The remains of the Cloisters, to the S. of the nave, are scanty.

The remains of the Monastic Buildings, now in great part occupied as private dwellings, include the *Guesten Hall* (now the Deanery), the *Prior's Lodge* (with a Norman crypt), and part of the late-Norman *Infirmary*. The *Fair Hall*, now part of the house of the headmaster of the King's School (p. 493), the fine Norman vaulted hall, used as the school dining-room, and **Prior Crauden's Chapel* (Dec.; 1321-41), used as the school-chapel, are usually shown on application to visitors, who are expected to contribute to the restoration-fund. — The *Bishop's Palace*, to the W. of the cathedral, dates from the 15-16th centuries.

The cathedral-precincts include a pleasant, well-wooded *Park*.

From Ely to Thetford and Norwich, 54 M., railway in 1½-2 hrs. (fares 8*s*. 8*d*., 4*s*. 4½*d*.). Beyond (16 M.) *Brandon* (Rain; Great Eastern; White Hart), which gives name to the Dukes of Hamilton and Brandon, the line traverses heath and plantations of fir. — 23 M. **Thetford** (*Bell; Anchor*), an ancient town with 4613 inhab., was formerly the seat of the kings and bishops of E. Anglia. The *Castle Hill*, a huge artificial mound, 100 ft. high and 1000 ft. round, is supposed to be a Roman or British fortification. There are also scanty ruins of a *Priory* founded in 1104. Thomas Paine (1737-1809), author of 'The Age of Reason', was born at Thetford. — From (27½ M.) *Roudham* a line runs N. to *Swaffham* (4 M. from the picturesque ruined priory at Castle Acre), passing *Watton*, near which are *Wayland Wood*, said to be the scene of the 'Babes in the Wood', and *Griston House*, identified as the abode of their wicked uncle. — 38 M. *Attleborough* (Royal) has an interesting church. — At (43½ M.) Wymondham (*King's Head*) is one of the finest churches in Norfolk, belonging to an old *Priory* (1107). The *Market Cross* (1616) and the *Chapel of St. Thomas à Becket*, now the grammar-school, are interesting. Robert Ket, a tanner of this town, was the leader of the brief agricultural insurrection in 1549. A line runs hence to *Dereham* (King's Arms), the fine church of which contains the tomb of the poet Cowper (d. 1800; see p. 267). George Borrow (1803-81) was born at E. Dereham. From Dereham lines run to Fakenham (p. 496) and Swaffham (see above). — 54 M. *Norwich*, see p. 500.

Branch-lines run from Ely also to *Newmarket* (p. 506) and to *March* (for Wisbech, Spalding, Lincoln, Doncaster, Peterborough, etc.).

As the train leaves Ely we see the cathedral to the left. From (30 M.) *Downham* (Crown; Castle) a short branch runs to the E. to *Stoke Ferry* (Crown); and from (35 M.) *Magdalen Road* another

runs to the W., viâ *Emneth*, to *Wisbech* and *March* (p. 396). — 41 M. **Lynn** or **King's Lynn** *(Globe; Duke's Head; Cozen's Temperance; Rail. Rfmt. Rooms)*, an ancient town with 20,289 inhab., lies near the mouth of the *Ouse*, its harbour being connected with the sea by a waterway. Among the chief points of interest are *St. Margaret's Church* (1091-1119; chancel 13th, nave 18th cent.; restored in 1875), containing two of the largest and finest brasses in England; the *Red Mount Chapel* (Perp.; 1482), supposed to have been a wayside chapel for pilgrims to Walsingham; *St. Nicholas's Chapel* (Perp.; spire modern); the Jacobean *Guildhall*; the *Southgate* (1440); and the *Greyfriars' Tower* (13th cent.). Frances Burney (Madame d'Arblay; 1752-1840) was born at Lynn, and Eugene Aram, the murderer (d. 1759), was usher in the old grammar-school here. The new King Edward Grammar School (opened in 1906) is in Gaywood Road. Lynn has two railway-stations (G. E. R. and Mid. & G. N. R. joint) adjoining each other, and two large *Docks* covering 100 acres.

From Lynn to Cromer and Yarmouth, 75 M., railway in 2¼-3 hrs. (fares 9*s*., 4*s*. 9*d*.). The trains start from the Mid. & G. N. R. station. — 2 M. *South Lynn*; 10½ *Hillington*, with a 17th cent. *Hall*. — About 3½ M. to the N. of (15½ M.) *Massingham* (Railway Inn) stands *Houghton Hall*, built by Sir Robert Walpole, and now the property of the Marquis of Cholmondeley. The house contains portraits and old English tapestry (open 10-4; adm. 3*s*., large parties 6*d*. each). — 20½ *Raynham Park*. About 2¼ M. to the S. is *Raynham Hall* (Marquess of Townsend), with a fine collection of portraits and a masterpiece (Beliasarius) by Salvator Rosa (for adm. apply to the housekeeper). — From (24½ M.) *Fakenham* (Crown, R. or D. 3*s*.; Red Lion) a branch diverges to the N. for *Walsingham* (with interesting churches and the ruins of an Augustinian Priory; open on Wed., 10-5) and *Wells* (p. 496). Another runs S. to *Dereham* and *Wymondham* (comp. p. 494). — 34 M. *Melton Constable* (Hastings Arms) is the junction of a line from *Norwich* (comp. p. 503) and of another running to the N. viâ *Holt*, *Sheringham* (Sheringham Hotel, R. 4*s*. 6*d*., D. 5*s*.; Grand; Railway) a summer-resort with a golf-course, and *West Runton* to (18 M.) *Cromer* (Beach Station, see p. 503). — 45½ M. *Aylsham* (Black Boys) has another station on the G. E. R. (1 M. distant). About 2 M. to the N.W. of the village is the magnificent Jacobean mansion of *Blickling Hall*, the seat of the Marquis of Lothian, with a collection of portraits and fine gardens (gardens open on Tues. after June 1st). The estate at one time belonged to the father of Anne Boleyn. — 49 M. *North Walsham* (p. 502), junction for Mundesley (p. 502). Beyond (58 M.) *Stalham* (Swan; Maid's Head) we enter the region of the Norfolk Broads (p. 506). 59½ M. *Catfield*, near *Hickling* and *Barton Broads*; 62½ M. *Potter Heigham*; 70 M. *Great Ormesby*, the station for *Ormesby*, *Rollesby*, and *Filby Broads* (omn. 6*d*.). Near (72½ M.) *Caister* (Manor House Hotel, R. 4*s*. 6*d*., D. 5*s*.), with good golf-links, is *Caister Castle* (15th cent.; ruined; adm. 3*d*.). — 75 M. *Yarmouth* (Beach Station), see p. 506.

In the opposite direction (W.) from Lynn the above line is continued to (11 M.) *Sutton Bridge* (p. 3: 6), where it forks (for *Spalding*, p. 481, to the W.; for *Peterborough*, p. 395, to the S.W.). This section is convenient for a visit to the 'Seven Churches of Marshland', viz. at *Clenchwarton*, *Tilney*, *Terrington*, *Walpole St. Peter*, *West Walton*, *Walsoken*, and *Emneth* (station, see above).

From Lynn (G. E. R.) to *Swaffham* and *Dereham*, see p. 494.

44 M. *North Wootton* is the station for (1¾ M.) **Castle Rising*, an important mediæval fortress, with a Norman keep, surrounded by earthworks of Roman or British origin. The interesting *Church*

dates from the 12th cent. (late-Norman; carefully restored). — About 2½ M. to the E. of (47 M.) *Wolferton* is *Sandringham Hall*, the country-house of King Edward VII. The 'Norwich Gates', at the main entrance of the *Park* (open in the absence of the family), are fine specimens of modern ornamental iron-work. — 49½ M. *Dersingham* (Feathers) and (51 M.) *Snettisham* (Royal) have interesting churches. — 54 M. *Heacham* is the junction of a line to Wells (see below).

56½ M. **Hunstanton St. Edmunds** *(Sandringham; Golden Lion*, R. 4*s.* 6*d.*, D. 4*s.* 6*d.*; *Rail. Rfmt. Rooms)* is a rising watering-place, with good bathing, a pier, a golf-course, and interesting cliffs. Near *Old Hunstanton* (Le Strange Arms), which lies 1 M. to the N., is *Hunstanton Hall*, which has been in the possession of the Le Strange family for 800 years. The *Church* of Old Hunstanton is interesting.

Excursion brakes (return-fare 2*s.* 6*d.*) ply frequently to *Holkham* (see below) and to *Sandringham* (see above).

From Hunstanton to Wells, 20 M., railway in 1-1⅓ hr. (fares 3*s.* 11*d.*, 1*s.* 8½*d.*). — 2 M. *Heacham* (see above). — 14 M. *Burnham Market* (Hoste Arms). At *Burnham Thorpe*, 1 M. to the S., Lord Nelson (1758-1805) was born; at *Burnham Overy* the font in which he was baptized is preserved in a private garden; and at *Burnham Norton* is a Perp. church, with a round tower and a ruined priory. About 1 M. to the S. of Burnham Thorpe is *Creake Abbey* (E. E.); the church of *North Creake* contains a fine brass. About 6 M. to the N.W. of the station is *Brancaster-on-Sea* (Ship), with a good golf-course. — Near (18 M.) *Holkham* (Victoria) is *Holkham Hall*, the seat of the Earl of Leicester, erected 1734-60 (architect, M. Brettingham), with valuable art-treasures (usually accessible on application). — 20 M. **Wells-next-the-Sea** *(Globe; Crown)* is a small seaport. From Wells to *Fakenham*, see p. 495.

60. From London to Colchester, Ipswich, and Norwich.

Great Eastern Railway to (52 M.) *Colchester* in 1-2½ hrs. (fares 9*s.* 9*d.*, 4*s.* 4½*d.*); to (69 M.) *Ipswich* in 1½-3 hrs. (fares 13*s.*, 5*s.* 9½*d.*); to (114 M.) *Norwich* in 3½-4¼ hrs. (fares 20*s.* 6*d.*, 9*s.* 5½*d.*). The 'boat-trains' in connection with the 'Harwich Route' to the Continent (pp. xx, xxi), follow this route to (59½ M.) *Manningtree*. — Norwich may be reached also viâ Cambridge and Ely in 3½-5 hrs. (comp. RR. 58,59; fares as above).

The run from *Liverpool Street Station* to (12½ M.) *Romford* (White Hart), a small town (13,656 inhab.) noted for its ale, with good golf-links, is uninteresting. Farther on the district is wooded and at places pretty. 18 M. *Brentwood* (White Hart). — 20 M. *Shenfield & Hutton*. Branch-line hence to *Wickford* and *Southend*, to *Maldon*, and to *Burnham-on-Crouch* and *Southminster*, see p. 508. — 30 M. **Chelmsford** *(Saracen's Head; White Hart)*, with 12,580 inhab., is the county-town of Essex. The church, the pro-cathedral of a newly created suffragan see, contains a curious double arch (N. wall of chancel), a handsome pulpit, and several interesting monuments. Motor-omnibuses run to *Danbury Hill* (Griffin Inn). — From (39 M.) *Witham* (White Hart; Bell; Spread Eagle,

D. 2s. 3d.) lines diverge to *Braintree*, *Dunmow*, and *Bishop Stortford* (see p. 483), and to *Maldon* (see pp. 496, 508). — 42 M. *Kelvedon* (Star & Fleece), the birthplace of Charles H. Spurgeon (1834-92). A branch-line runs hence to (10 M.) *Tollesbury* and an omnibus twice daily to (3 M.) *Coggeshall* (White Hart). — From (47 M.) *Mark's Tey* branch-lines run to *Haverhill* and *Bury St. Edmunds* (p. 507).

About 2½ M. from *Halstead* (George), on the line to Haverhill, is *Little Maplestead*, with one of the four round churches of England (pp. 11, 269, 490). At (9½ M.) *Castle Hedingham* is a fine Norman keep (adm. 6d.).

On the line to Bury St. Edmunds we pass (42 M.) Sudbury (*Rose & Crown*), a small town with three fine churches (the birthplace of Gainsborough, 1727-88) and (45 M.) *Long Melford*, with an imposing Perp church (branch to Shelford, see p. 489).

52 M. **Colchester** (*The Cups*; *George*; *Red Lion*; *Rail. Refmt. Rooms*), on the *Colne*, with 38,351 inhab., is the largest town in Essex outside the metropolitan area (pop. in 1901, 42,000) and abounds in historic and antiquarian interest. Electric tramways traverse the principal streets.

Colchester (A. S. *Colneceaster*), known to the Romans as *Camulodunum*, was the fortified capital of Cunobelin (the Cymbeline of Shakspeare), ruler of the Trinobantes. In A. D. 44 it was captured by the Emperor Claudius and six years later it was made the first Roman colony in the island. In 62 it was overwhelmed by the Iceni under Boadicea, after whose death the existing town walls were built, though some authorities date them a century later. Colchester received a charter from Richard I. in 1189. Throughout the middle ages it was the seat of a thriving clothing trade; and in 1570 it received a colony of Flemish refugees, who for over a century conducted a flourishing trade in textiles. In 1648, during the second civil war, the town was besieged for eleven weeks by General Fairfax, and on its surrender the Cavalier leaders, Sir Charles Lucas and Sir George Lisle, were condemned to be shot. For the last two centuries the town has been chiefly known as the centre of a prosperous agricultural community. Colchester 'natives' have been famous since the Roman period; the oyster fishery, owned by the corporation, extends to the mouth of the Colne, as far as *Brightlingsea* (p. 498). Colchester is noted also for its roses.

The station on the main line is 1 M. from the town, which we may reach either by road (tramway) or by a loop-line to *St. Botolph's Station*. In the former case we pass through the Roman Walls, the line of which (2 M.), partly concealed by houses, is more complete than that of any other Roman city-walls in England.

To see the wall we should turn to the right at the cattle-market, at the foot of North Hill, and follow its course along its W. face as far as the ruined *Balkerne Gate* (also called *King Cole's Castle*, from an association of Colchester with that hero of nursery rhyme). A few yards further on a fine postern is exposed at St Mary's steps. Passing inside the walls by either of these openings we quickly reach the line High St., in which stands a Town Hall (1902; 66), containing many objects of interest.

The *Castle, the largest Norman keep in England, erected with a free use of Roman materials in the latter part of the reign of William the Conqueror, stands near the foot of the High St., in a *Public Park*, opened in 1892.

The keep measures 152 ft. by 112 ft. and encloses nearly twice the area of the Tower of London. Its walls vary in thickness from 30 ft. to 11 ft. The portion now remaining consists of the basement, or stores.

and of the first floor above, the quarters of the garrison. The upper floors and chapel were destroyed at the close of the 17th century. Part of the Castle is occupied by a *Public Museum* (open free, 10-4 or 5), which contains some good Roman glass, and the finest collection of late Celtic or Romano-British pottery and burial groups in the kingdom. The other portions of the castle are shown for a small fee. Many Roman tiles may still be seen and the herring-bone work in the inner wall is very striking. Fine view from the top.

Returning to the High St. we cross it and either by Wyre St. or Queen St. reach *St. Botolph's Priory*, which lies behind the houses on the left side of St. Botolph Street. The ruins, composed entirely of Roman bricks, are those of the priory church founded about A.D. 1100 by Ernulph, a priest, for a body of Augustinian canons. Turning to the right at the end of St. Botolph St. (on the left, *St. Botolph's Station*) we reach St. John's Green, with a fine Perp. *Gateway* (1417), the only relic of the important mitred Benedictine Abbey of St. John the Baptist, founded in 1096 by Eudo, steward of William I. Crossing the green we pass back to the town by Schere Gate steps and the *Church of the Holy Trinity*, whose pre-Norman tower, built wholly of Roman bricks, contains a good specimen of the triangular-headed Saxon doorway. On the other side of the High St. is the interesting Dec. *Church of St. Martin*, opposite the *Public Library*, which contains a fine collection of 15-16th cent. books. — On the S. side of the town there are barracks for artillery, cavalry, and infantry, with extensive grounds for manœuvres and shooting practice.

At *Lexden*, 2 M. to the W. of Colchester (tramway), are remains of British earthworks, which enclose the peninsula between the Colne and the Roman river, thus marking alike the boundaries of British Camulodunum and of modern Colchester. About ¾ M. farther on is '*King Cole's Kitchen*', supposed to have been the Roman amphitheatre.

From Colchester to Clacton, 19 M., railway in ½-1 hr. (fares 3*s.* 6*d.*, 1*s.* 7½*d.*). 5½ M. *Wyvenhoe* is the junction for *Brightlingsea* (p. 497). — 14¼ M. *Thorpe-le-Soken* (Rail. Rfmt. Rooms). — 19 M. **Clacton-on-Sea** (*Grand; Royal; Warwick Castle; Osborne*), a popular watering-place, duly equipped with a pier, promenade, theatre, and golf-course. About 4½ M. to the W. is *St. Osyth's Priory* (16th cent.). — From Thorpe the line goes on to *Frinton* (Grand, R. from 5*s.*), with a golf-course, and (20 M.) *Walton-on-the-Naze* (Marine; Clifton), two watering-places. Clacton and Walton may be reached from London by the Belle steamers (daily exc. Frid.; 4*s.* 6*d.*).

59½ M. **Manningtree** (*White Hart*, *Station*, plain; *Rail. Rfmt. Rooms*) is an important junction, at which the boat-trains for Harwich from London and the N. of England converge.

From Manningtree to Harwich, 11¼ M., railway in ½ hr. The line skirts the estuary of the *Stour*. 1½ M. *Mistley*; 3 M. *Bradfield*; 5½ M. *Wrabness*. — At (9½ M.) **Parkeston Quay** (*Great Eastern Hotel*) Continental passengers alight to join the G. E. R. steamers for the *Hook of Holland* or *Antwerp*, the General Steam Navigation Co.'s boats for *Hamburg*, or the Danish steamers for *Esbjerg* (comp. pp. xx, xxi). — 10¾ M. *Dovercourt* (*Cliff, R. from 4*s.* 6*d.*, D. from 3*s.* 6*d.*; Alexandra, R. from 5*s.*, D. 5*s.*; Phœnix), the S. suburb of Harwich, with sea-bathing. — 11¼ M. **Harwich** (*Pier*, at the harbour; *Three Cups*, *Royal*, R. 3*s.*, D. 2*s.* 6*d.*, in the town), a small seaport (10,019 inhab.), with a good harbour, at the confluence of the *Stour* and the *Orwell*. A steamer plies several times daily across the estuary to *Felixstowe* (p. 499) and up the Orwell to (1 hr.) Ipswich (p. 499).

Beyond Manningtree we see the estuary of the *Stour* (right). After passing (63 M.) *Bentley* (junction of a line to *Hadleigh*) we come in sight of the estuary of the *Orwell*.

69 M. **Ipswich** (*White Horse*, Tavern St., celebrated in 'Pickwick', R. 4*s.* 6*d.*, D. 3*s.* 6*d.*; *Crown & Anchor; Golden Lion; Waterloo; Grand; Coach & Horses;* several temp. hotels; *Rail. Rfmt. Rooms*), the county-town of Suffolk, with (1906) 71,809 inhab., is situated at the head of the estuary of the *Orwell*. Above Ipswich (a corruption of the old English *Gippeswic*) the river is named the *Gipping*. The harbour (33 acres), entered from the Orwell by a lock 300 ft. in length, is of growing importance. Tramways traverse the principal streets.

From the station we proceed through Station Road and Princes St. (tramway 2*d.*) to Cornhill, an open space in the centre of the town, with the *Town Hall*, *Corn Exchange*, and *Post Office*. Tavern St. runs hence to the right (E.), and is continued by Carr St., in which is the *Lyceum Theatre*. The tramway goes on past *St. Helen's Church* to the *Derby Road Station* of the Felixstowe railway (see below). Parallel to Tavern St., on the S., is the Butter Market, containing *Sparrowe's House*, or the *Ancient House* (1567), with a pargeted façade, in which Charles II. is said to have lain concealed after the battle of Worcester. Visitors are admitted to some of the interesting old rooms. — From the E. end of the Butter Market we proceed to the right through Upper Brook St., and then to the left through Tacket St. (with the old *Theatre* in which Garrick made his debut) and Orwell Place, to *Fore Street*, containing several quaint old houses. — Proceeding to the S.W. (right) from Fore St., through Salthouse and Key St., we reach College St., containing *Wolsey's Gateway*, the only relic of a college built by *Card. Wolsey* (1471-1530), who was born at Ipswich.

In Tower St., leading to the N. from Tavern St., is the church of *St. Mary-le-Tower* (rebuilt 1860-8), with a graceful spire 176 ft. high. By turning to the right at the end of the street we reach **St. Margaret's Church* (restored). — The *Museum*, High St., contains local antiquities and fossils (adm. free). Adjoining are the *Victoria Free Library* and the *Art Gallery*.

The *Upper* (free) and *Lower* (adm. 6*d.*) *Arboretum* and *Christ's Church Park* (with an interesting Tudor mansion) are three pleasant parks. A visit may be paid also to the agricultural implement works of *Ransomes & Jefferies* or of *E. R. & F. Turner*.

A branch-line runs from Ipswich viâ *Westerfield* (p. 503) to (16 M.) **Felixstowe** (**Felix; *Bath; Orwell; Pier*, R. 3*s.* 3*d.*, D. 4*s.*; *Ordnance; Grand; Queen's, Fludyer's, Gibson's*, three temp. hotels), a favourite seaside resort (5805 inhab.) with golf-links, at the mouth of the Orwell, opposite Harwich. Circuit-tickets allow the journey in one direction to be made by water.

From Ipswich to *Yarmouth*, see R. 61.

81 M. *Stowmarket* (Fox, R. or D. 2*s.* 6*d.*; King's Head) has manufactories of gun-cotton and a church with a curious wooden spire. — 83 M. *Haughley Road* is the junction of a line to *Bury*

St. Edmunds (p. 507) and *Newmarket* (p. 506). Beyond (91½ M.) *Mellis* (branch-line to *Eye*) we cross the *Waveney* and enter Norfolk. — 95 M. *Diss* (King's Head), a small market-town. From (100½ M.) *Tivetshall* a line diverges to *Bungay* (King's Head), *Beccles* (p. 503), and *Lowestoft* (p. 504). Beyond (110 M.) *Swainsthorpe* we catch a glimpse, to the right, of the Roman camp at *Caistor* (p. 502). We now enter the valley of the *Yare*.

114 M. **Norwich.** — **Hotels.** *Maid's Head (Pl. b; D, 2), Wensum St., near the cathedral, R. from 4*s.*, D. 5*s.*, in a quaint old building of the 15th cent., comfortably fitted up; *Royal (Pl. a; D, 3), Castle Hill, R. from 5*s.*, D. 5*s.* — Bell (Pl. c; D, 4), Livingstone (temp.), Orford Hill; Castle (Pl. d; D, 3, 4), Castle Meadow; Waterloo (temp.), 39 Prince of Wales Road (Pl. E, 3). — **Restaurants.** *Langford*, 50 London St. and 30 Prince of Wales Road; *Café Royal*, 59 London St.; *White's*, Queen St.; *Swiss*, Prince of Wales Road; *Rail. Rfmt. Rooms.*

Railway Stations. The *Victoria* (London, Ipswich) and *Thorpe* (London, Yarmouth, Cromer, Wells) *Stations*, on the S. (Pl. C, 5) and E. (Pl. F, 4) sides of the city, belong to the G.E.R.; the *City Station*, to the N. (Pl. B, 1), is the terminus of the Mid. & G. N. Joint Railway (Melton, Constable, Lynn). — *Cab* into the town 1*s*.

Electric Tramways traverse the principal streets. — **Post Office** (Pl. D, E, 3), Prince of Wales Road.

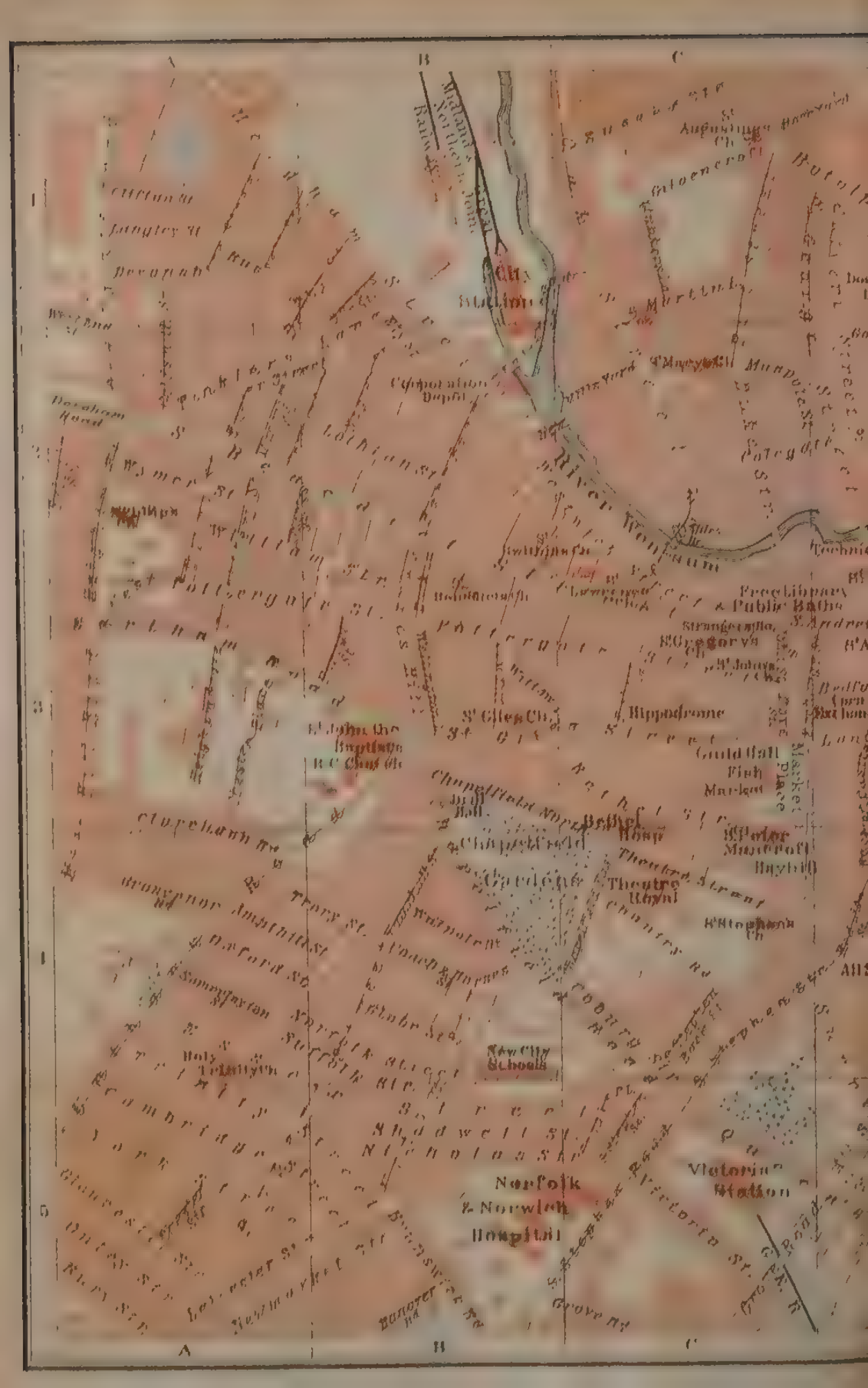
Steamers to *Yarmouth*, daily in summer, see p. 505.

Norwich, the capital of Norfolk and the see of a bishop, with (1908) 122,800 inhab., is situated on the *Wensum*. It contains many interesting buildings, and possesses large manufactories of boots and shoes, mustard and starch (Colman's; 2000 hands), iron-works, and breweries.

Norwich was formerly supposed to be the *Caergwent* of the Britons, and the Roman *Venta Icenorum*, but the claims of Caistor (p. 502) to that distinction are now more generally supported. In 1004 the town was destroyed by the Danes, but it was rebuilt and furnished with a castle after the Norman Conquest. In 1094 the see of the bishop of E. Anglia was transferred from Thetford to Norwich. A fillip to its prosperity was given by the settlement of Flemish weavers here in the 14th cent., but the woollen industry is now small.

The ***Cathedral** (Pl. E, 2) lies towards the E. side of the city, ½ M. to the N. of the Thorpe Station. It was begun in 1096, and has preserved its original Norman plan more closely than any other cathedral in England. The Close is entered by *St. Ethelbert's Gate* (ca. 1275; upper part modern) or by the *Erpingham Gate* (Pl. E, 4; 1420). The Cathedral is 407 ft. long, 72 ft. wide, 178 ft. across the transepts, and 72 (nave) to 83½ ft. (choir) high. Nave open free; choir, transepts, and cloisters 10-1 and 2-6 (Sat. 2-2.45 and 4-6) 6*d*.; weekday services at 10 and 5 (Sat. 3), Sun. 8, 11, 3.30, and 7.15.

The building was begun by the first Bishop of Norwich, *Herbert de Losinga* (1096-1119), who completed the choir and transepts and began the nave (comp. p. xli). The latter was finished by his successor (ca. 1140). The clerestory of the choir was rebuilt in 1356-69; and the vaulting of the nave and choir were added in the 15th century. In the same century the *W. Front* was altered (large Perp. window inserted) and the spire rebuilt. The cloisters were begun at the end of the 13th cent. and completed in 1430. The most prominent features are the fine Norman *Tower*, surmounted by a lofty *Spire* (315 ft.), and the apsidal termination of the *Choir*. The best general view is from the S.E.


Norfolk & Norwich Hospital
Victoria Station
New City Schools
Public Baths
Hippodrome
Guild Hall
Fish Market
Theatre Royal
Theatre Royal
Corporation Depot
Bethel
Mission Hall
Holy Trinity
St Giles Ch
St Stephens
Bridewell
Bridewell Alley
Queen St
Prince St
Rampart Row
Exchange St
Exchange Buildings
Bethel St
Theatre St
Duke St
Dukes Palace
Bank Plain
Tombland
Princes St
Surrey St
Unthank Rd
Earlham Rd
Magdalen St
Colegate
Pottergate
Upper Goat Lane
Lower Goat Lane
Gildencroft
Augustine Steward House
Ch
Mus
Castle
Keep
Mound
Cathedral Close
Cathedral Precincts
Cathedral Cloisters
Bishop's Palace
Deanery
Chapter House
Cloisters
Bishop's Gate
Ethelbert Gate
Erpingham Gate
Pulls Ferry
Cow Tower
Ferry Boat
Ferry Inn
Boom Tower
Wensum R
Yarmouth Rd
Thorpe Rd
Thorpe Station
Thorpe Hamlet
Thorpe Road Schools
Mousehold Heath
Mousehold
Heigham
Heigham Rd
Heigham Hall
Heigham Grove
Heigham Church
Heigham Terrace
Heigham Road
Heigham Road Schools
Heigham Road Ch
Heigham Road Mission Hall
Heigham Road Wesleyan Ch
Heigham Road Baptist Ch
Heigham Road Congregational Ch
Heigham Road Presbyterian Ch
Heigham Road Unitarian Ch
Heigham Road Methodist Ch
Heigham Road Primitive Methodist Ch
Heigham Road Salvation Army Barracks
Heigham Road Salvation Army Hall
Heigham Road Salvation Army Mission Hall
Heigham Road Salvation Army Training Home
Heigham Road Salvation Army Orphanage
Heigham Road Salvation Army Old People's Home
Heigham Road Salvation Army Children's Home
Heigham Road Salvation Army Maternity Home
Heigham Road Salvation Army Lying-in Home
Heigham Road Salvation Army Convalescent Home
Heigham Road Salvation Army Rescue Home
Heigham Road Salvation Army Refuge
Heigham Road Salvation Army Workhouse
Heigham Road Salvation Army Infirmary
Heigham Road Salvation Army Asylum
Heigham Road Salvation Army Prison
Heigham Road Salvation Army Reformatory
Heigham Road Salvation Army Industrial School
Heigham Road Salvation Army Orphanage
Heigham Road Salvation Army Old People's Home
Heigham Road Salvation Army Children's Home
Heigham Road Salvation Army Maternity Home
Heigham Road Salvation Army Lying-in Home
Heigham Road Salvation Army Convalescent Home
Heigham Road Salvation Army Rescue Home
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Heigham Road Salvation Army Workhouse
Heigham Road Salvation Army Infirmary
Heigham Road Salvation Army Asylum
Heigham Road Salvation Army Prison
Heigham Road Salvation Army Reformatory
Heigham Road Salvation Army Industrial School

NORWICH
1 : 13550
Cavalry Barracks
Britannia Barracks
Gas Works
Cathedral
Cricket Ground
Upper Close
Lower Close
Water Gate
Gas Works
Thorpe Station
Lower Clarence Road
Rosary Cemetery
Synagogue
Yarmouth
Feet
Metres

Interior. The *Nave (250 ft. long) is Norman throughout, except its fine lierne-vaulting (15th cent.) and the inserted Perp. windows. The large open arches of the triforium resemble those of Southwell Minster (p. 482). Through the small central aperture in the roof a thurible or censer is supposed to have been let down on certain festivals. The curious and interesting carved bosses of the ceiling throughout the cathedral deserve attention. Two bays in the S. aisle were converted into a chantry by *Bishop Nykke* or *Nix* (1501-36). In the N. aisle is the monument of *Sir Thomas Wyndham*. The stained glass is modern. — The two E. bays of the nave, shut off by the *Organ Screen* to form the Ante-Choir, contain the *Stalls* (15th cent.); the misereres are very quaint. The Central Tower, with its fine open lantern, is Norman, and rests on four tall circular arches. — The Transepts resemble the nave in general character, and also have a fine vaulted ceiling (16th cent.). The N. Transept is adjoined on the E. by the small apsidal *Chapel of St. Anne* (desecrated), entered from the outside only. In the S. Transept is a monument to *Bp. Bathurst* (d. 1837), by *Chantrey*. In the vestry adjoining this transept is an interesting *Altar Piece*, ascribed to an English painter of the 14th century.

The apsidal ending of the *Choir is as effective from within as from without, and recalls the churches of the Continent more than any other church of this size in England. The original ground-plan remains unaltered, but the clerestory has been rebuilt, the vaulting added, and the main arches changed from Norman to Perpendicular. The sanctuary has a fine modern mosaic pavement. Behind the altar are the remains of the ancient stone episcopal *Sedes*. The present *Throne* (1895) and *Pulpit* commemorate Bp. Pelham and Dean Goulburn. Among the monuments are those of *Bishop Goldwell* (1472-9) and *Sir William Boleyn* (d. 1505), grandfather of Anne Boleyn. The stained glass is modern. A fine view of the interior is obtained from the triforium. The choir-aisles end, on the E., in apsidal chapels: the *Jesus Chapel* on the N. and *St. Luke's Chapel* on the S. A *Lady Chapel*, forming the E. termination of the cathedral, was built at the end of the apse in 1245-57 (E. E.) but was taken down in the time of Queen Elizabeth. The *Beauchamp Chapel*, now the Consistory Court, opens off the S. aisle of the choir and is in the Dec. style. In the N. choir-aisle is a *Gallery*, supposed to have been used for exhibiting relics. — From the S. Transept we pass through the *Prior's Door* into the spacious *Cloisters (Dec.). In the W. walk are the Monks' Lavatories. The *Chapter House* stood to the E. of the cloisters.

To the N. of the cathedral stands the *Bishop's Palace*, dating in great part from the beginning of the 14th cent., though since extensively altered and enlarged. — To the N.W., by the Erpingham Gate, is the old Chapel of St. John, now the *Grammar School* (Pl. E, 2). In front of the latter is a *Statue of Nelson*, who was a pupil here. — *Pull's Ferry* (Pl. F, 3), a double arch at the end of the Lower Close, was formerly the water-gate to the cathedral precincts.

Leaving the Cathedral Close by the Erpingham Gate, we cross Tombland obliquely to its S. W. corner and follow *Queen St.* to the Castle (Pl. D, 3), a Norman keep (refaced in 1834), 70 ft. high, situated on a lofty mound. From 1345 till 1887 the castle was used as a prison, but it now accommodates the *Norfolk Museum* (open daily, 10-4; Tues. & Frid. 3*d.*, other days free; dungeons and battlements 6*d.*), containing fine collections of birds and fossils. The grounds surrounding it are a public garden. *View of the city from the top of the keep. — To the W. is the Market Place, with the *Guild Hall* (Pl. C, 3), the Council Chamber in which retains its fittings of the Tudor period and contains souvenirs of Nelson. In the S.W. corner of the market is **St. Peter Mancroft* (Pl. C, 4; early 15th cent.), with a fine tower (good interior). A mural tablet

commemorates *Sir Thomas Browne* (1605-82), author of the 'Religio Medici', who is buried here. The Lady Chapel (now a vestry) contains some good church-plate, two Illuminated Bibles, and some old tapestry. The canopy of the font should be noticed.

A bronze *Statue of Sir Thomas Browne*, by H. Pegram, was unveiled in 1905 in the Haymarket to the S. of the church. The broken vase in the hand of the figure refers to his 'Hydriotaphia or Urn-Burial'. A tablet at the corner of Orford Place, adjoining, marks the site of Browne's house, and a casket in the Norfolk and Norwich Hospital (Pl. B, C, 5) encloses what is reputed to be his skull.

St. Andrew's Hall (Pl. D, 2, 3), in St. Andrew St., originally the nave of a Dominican church (Perp.; 1460), is now used for concerts, etc., including the 'Norwich Triennial Musical Festival'. It contains portraits by Beechey (Lord Nelson), Gainsborough, Opie, and Hoppner.

Many of the other churches of Norwich show interesting specimens of the characteristic East Anglian 'flush-work', so called because faced flints are used to fill up flush the interstices of the freestone pattern (comp. p. lv). A few remains of the *City Walls* still exist, including two or three of the forty towers with which it was strengthened. Quaint mediæval houses abound, the best-known being the *Strangers' House* (Pl. C, 3; adm. 6*d.*), at Charing Cross. — There are three *Roman Catholic Churches*, including a very large one, designed by Sir G. G. Scott, begun in 1882 and still unfinished.

A good view of Norwich is obtained from *Mousehold Heath*, on the left bank of the *Wensum* (to the E.). Robert Ket (p. 494) held his courts beneath the 'Oak of Reformation' on this heath, during the insurrection of 1549.

About 3 M. to the S. of Norwich is **Caistor St. Edmund**, with a large Roman camp, probably the true *Venta Icenorum* (comp. p. 500).

The Dolphin Inn at *Heigham*, 1½ M. to the N.W. of Norwich, is an interesting old house, parts of which probably date from the 14th century. Bishop Hall died here in 1656 and is buried in the church of St. Bartholomew.

From Norwich to Yarmouth, 18½ M., railway in ¾ hr. (fares 2*s.* 6*d.*, 1*s.* 6*d.*). This line traverses the district of the 'Norfolk Broads' (see p. 506). The train starts from Thorpe Station (p. 500). 2 M. *Whitlingham*, see below. At (6 M.) *Brundall* the railway forks, the N. branch running direct to Yarmouth viâ *Lingwood* and *Acle* (King's Head; Queen's Head; a good centre for visiting the Broads, p. 506), while the S. branch makes a détour viâ *Reedham* (junction for Lowestoft, p. 504). Brundall is the station for *Surlingham Broad* (p. 506). *Yarmouth*, see p. 505.

From Norwich to Cromer, 24 M., railway (from Thorpe Station) in ¾-1 hr. (fares 4*s.*, 2*s.*). At (2 M.) *Whitlingham* the line diverges to the N. (left) from that to Yarmouth. — 9 M. *Wroxham*, with the 'Queen of the Norfolk Broads' (comp. p. 506), is the junction of a line to Aylsham and Dereham (p. 494). A steamer plies in summer on the Bure between Wroxham and Yarmouth (p. 505). — 13 M. *Worstead* (New Inn) gave its name to worsted yarn, a colony of Flemish weavers having settled here in the 12th century. The church is interesting. — 16½ M. **North Walsham** (*Angel; King's Arms*), with a large Perp. church and the Paston Grammar School at which Lord Nelson and Archbp. Tenison were pupils, has another station on the Mid. & G. N. R. from Yarmouth to Lynn (p. 495). A branch-line runs hence viâ *Knapton & Paston* to (5 M.) *Mundesley* (Grand; Manor House; Royal; Clarence; Ship; Lifeboat Inn), whence a coach plies to the N. by the coast to Cromer (8 M.; see below). *Paston*, with memorials of the Paston family, lies 1 M. to the E. of its station. — Near (20 M.) *Gunton* is *Gunton Park*, owned by Lord Suffield; the house is open daily (10 till dusk), the garden and grounds on Mon. & Thurs. in June-Sept. (motor-car 2*s.*, carr. 1*s.*, bicycle 6*d.*, pedestrians free). — 24 M. **Cromer** (*Grand;*

Métropole; Hôtel de Paris; Tucker's Royal; *Royal Links*, R. from 4*s.* 6*d.*, D. 5*s.* 6*d.*; *Overstrand; Red Lion*, R. 3-5*s.*, D. 3*s.* 6*d.*; *Bath*), the 'English Etretat', perhaps the most charming spot in East Anglia, is a flourishing watering-place with a pier (500 ft.), a spacious esplanade, admirably firm and smooth sands, and very interesting cliffs 60-200 ft. high. The tower of the Perp. *Church* is a fine specimen of flint-work (p. lv); chancel rebuilt in 1889. The *Lighthouse*, on a height to the E. (1/2 hr.), commands a fine view. Adjacent are good golf-links. Excursions may be made to *Felbrigg Hall* (3 M. to the S.), *Mundesley* (p. 502; 8 M.), the *Roman Camp* (4 M.; *View), etc. The heaths round Cromer abound in so-called 'pit-dwellings'. — Through express-trains from London to Cromer (139 M. in 3 1/2 hrs.) are run by the G.E.R., and from London to *Cromer Beach* (p. 495; 164 M. in 4 1/4-4 3/4 hrs.) viâ Peterborough and Lynn by the G. N. R.

From Norwich to Fakenham and Lynn, 55 M., railway in 1 2/3-2 1/3 hrs. (fares 6*s.* 6*d.*, 3*s.* 3*d.*). This line (Midland & G. N. R.) starts from the City Station (p. 501), crosses the G. E. R. at *Reepham*, and at (22 M.) *Melton Constable* (p. 495) joins the line from Yarmouth to Lynn. — 55 M. *Lynn*, see p. 495.

From Norwich to *Thetford* and *Ely*, see p. 494.

61. From London to Lowestoft and Yarmouth.

Great Eastern Railway to (117 1/2 M.) *Lowestoft* in 3-4 1/4 hrs. (fares 22*s.*, 9*s.* 10 1/2*d.*); to (121 1/2 M.) *Yarmouth* in 3-4 1/2 hrs. (fares 22*s.* 8*d.*, 10*s.* 2*d.*). Cheap excursion-fares in summer.

As far as (69 M.) *Ipswich* this route coincides with R. 60. The first station beyond Ipswich is (72 M.) *Westerfield*, where a line diverges to Felixstowe (p. 499). — 84 1/2 M. *Wickham Market* is the junction of a line to (6 1/2 M.) **Framlingham** (*Crown*, R. 3*s.*, 'ordinary' 3*s.*), with a picturesque ruined castle, a fine church containing many interesting monuments (Earl of Surrey, the poet, etc.), and the Albert Memorial College. — 91 M. *Saxmundham* (White Hart; Bell; Queen's Head).

A short branch-line runs hence viâ (4 M.) *Leiston* (with ruined abbey) to (8 1/2 M.) **Aldeburgh** (*Wentworth Castle; Brudenell*, 10*s.* per day, very fair; *White Lion; East Suffolk*), a pleasant seaside resort with a good golf-course. The church contains some good brasses, a memorial of the poet Crabbe (1754-1832), a native of the parish, who describes the town in 'The Borough', and a replica of the Henry Fawcett memorial in Westminster Abbey. The town-hall or moot-hall is a half-timbered building of the 16th century.

95 1/2 M. *Darsham* (Stradbroke Arms) is the station for (5 1/2 M.) *Dunwich* (Barne Arms), the earliest seat of the East Anglian bishopric (founded ca. 630). Successive encroachments of the sea have swept away its palaces and churches, and it is now a small village. — 101 M. *Halesworth* (Angel; King's Arms) has a Perp. church, with some interesting brasses.

A narrow-gauge railway runs hence to (9 M.) **Southwold** (**Centre Cliff; *Swan; Marlborough; Grand; Crown; Station; Anvil*, at Wangford; *Southwold Arms, Randolph*, near the golf-course), another little watering-place, with a golf-course. The fine Perp. church contains an interesting rood-screen and pulpit. Excursions may be made to *Dunwich* (see above), *Covehithe, Walberswick*, and *Blythburgh*, all with interesting churches. A motor-omnibus plies hence to *Lowestoft* (p. 504; 5 times daily; 1*s.* 10*d.*).

109 M. *Beccles* (King's Head, R. from 2*s.* 6*d.*; White Lion; Gale's

Temperance) is the junction for *Bungay* and *Tivetshall* (p. 500) on the W., and for (8½ M.) *Lowestoft* on the E. The church of St. Michael has a detached stone tower (16th cent.; 92 ft. high), ascended by a stone staircase.

Lowestoft (**Royal*, opposite the pier; *Grand*, *Empire*, R. 5*s*., D. 5*s*. 6*d*., two palatial establishments on the S. Cliff; *Harbour; Suffolk*; *Crown*, R. or D. 4*s*.; *Anchor*, R. or D. 4*s*.; *Imperial*, by the station; *Royal Oak*), the most E. town in England, is one of the most important fishing-stations in the world and a fashionable sea-bathing resort with 29,842 inhab. in 1901. South Lowestoft, with its long *Esplanade* and the *S. Pier* (adm. 1*d*.; concert-pavilion), is the watering-place proper. Here also is the *Claremont Pier* (1*d*.-2*d*. after 6.30 p.m.), at which steamers call. The old town, to the N. of the harbour, contains a fine Perp. *Church*. The *Town Hall*, in High St., contains a stained-glass window ('Field of the Cloth of Gold') commemorating the British and French alliance in the Crimean War. Close by is the *Sparrow's Nest*, with a public museum and pretty grounds. The narrow lanes running from the High St. towards the sea are known as the 'Scores'. At the N. end of the town are Bellevue Park, with a band-stand, the North Parade Cliffs, and *North Lowestoft Station* (see below). Below extend the *North Denes*, a common with a model yacht lake (2 acres) and a golf-course. *Ness Point*, the S. extremity of the Denes and the most E. point in England, is marked by a lighthouse. — From North Lowestoft an electric tramway plies to *Pakefields*, and a motor omn. to *Kessingland*, *Wrentham*, and *Southwold* (p. 503).

The inner harbour, or *Lake Lothing*, is connected with (1½ M.) **Oulton Broad** (*Wherry Hotel; Waveney; Commodore;* boats and stores from *James Bullen*), which affords amusement for boating and fishing parties, and may be reached by railway (see below). *Oulton Hall*, the residence of George Borrow (p. 494), is pulled down. Oulton church claims to have the oldest ecclesiastical brass in England (1310). — Excursion brakes ply in summer from Lowestoft to *Somerleyton* (see below), *Yarmouth* (2*s*. 6*d*.), etc.; and steamers to *Yarmouth*, *Southwold*, *London*, and intermediate ports.

From Lowestoft to Norwich, 23¼ M., railway in ¾-1¼ hr. (fares 3*s*. 6*d*., 1*s*. 9*d*.). — 1½ M. *Oulton Broad* (see above). — 5½ M. *Somerleyton*. *Somerleyton Hall*, the residence of Sir Savile Crossley, has a fine park (adm. on Wed.). Then (7¼ M.) *Herringfleet Junction* (see below), *Haddiscoe* (7¾ M.), 1 M. from which is *Fritton Decoy*, a pretty sheet of water frequented by anglers, and (11¼ M.) *Reedham* (p. 502). At (17¾ M.) *Brundall* we join the direct line from Yarmouth to Norwich (p. 502). — 23¼ M. *Norwich*, see p. 500.

From Lowestoft to Yarmouth, 12¼ M., railway in ½ hr. (fares 1*s*. 6*d*., 10½*d*.). This line skirts the coast viâ (2¼ M.) *North Lowestoft*, (3¾ M.) *Corton*, (5¾ M.) *Hopton*, (7¾ M.) *Gorleston-on-Sea* (p. 506), and (9 M.) *Gorleston North*. 10¼ M. *Yarmouth* (Southtown Station); 12¼ M. *Yarmouth* (Beach Station), see p. 505.

Beyond Beccles the main-line, crossing the Waveney, goes on viâ (113½ M.) *Herringfleet Junction* (see above) and 115 M. *St. Olave's* (Bell, R. or D. 2*s*.).

121½ **M. Yarmouth. — Hotels.** °Victoria, R. or D. 4*s*., pens. in summer 12*s*., other times 9*s*.; °Royal, Bath, Norfolk, Goode's Hotel & Assembly Rooms, Marine Parade; °Queen's, Marine Parade, R. 4*s*. 6*d*., D. 3*s*. 6*d*.; Star, an Elizabethan house, with the 'Nelson' Coffee Room; Duke's Head, Cromwell (temperance), Crown & Anchor, on the Hall Quay; Angel, Market Place; Brunswick (temp.), King St.; Garibaldi, near the Beach Station. Numerous *Boarding Houses*.

Railway Stations. *Southtown Station*, on the left bank of the Yare (for London, Lowestoft, Cromer, Lynn, etc.); *Vauxhall Station*, on the N. side of Breydon Water (for Norwich, etc.); *Beach Station*, near the N. end of the town (for North Walsham, Lynn, London, and Lowestoft).

Electric Tramway from the Southtown Station to *Gorleston* (p. 506) and *Caister* (p. 495).

Steamers ply weekly to *Hull* and *London*. Small steamers ply daily in summer up the *Yare* to *Norwich* and up the *Bure* to *Wroxham* (p. 502), affording a glimpse at the Broads (p. 506); also to *Reedham*, *St. Olave's*, and *Burgh Castle*. Circular tickets are issued allowing the journey in one direction to be made by railway. The 'Belle Steamers' ply daily in summer to and from *London*, viâ *Lowestoft*, *Southwold*, *Harwich*, *Walton*, *Clacton*, *Southend*, etc. Local steamers also ply to *Gorleston*, *Lowestoft*, and *Southwold*.

Post Office, Hall Quay.

Golf Links (18 holes), to the N. of the town and at Caister (p. 495).

Yarmouth, the most important town and port on the E. Anglian coast, is situated at the mouth of the *Yare* and contains 51,250 inhab. (1901). It is also a very popular watering-place, and in the height of summer is flooded almost daily with excursionists. Its attractions include firm and extensive sands for bathers, a marine parade, gardens, three piers, the Theatre Royal, the Hippodrome, and the Aquarium (theatrical performances, restaurant, etc.). *Great Yarmouth*, the older part of the town, adjoining the river, contains 145 picturesque 'rows' or lanes, only 3-6 ft. wide (one, No. 95, only 29 in.). As Dickens puts it: 'Great Yarmouth is one vast gridiron, of which the bars are represented by the rows'. The church of *St. Nicholas* (236 ft. long, 112 ft. wide; area 23,265 sq. ft.), the largest parish-church in England but one (p. 272), was originally founded in 1119, but the oldest parts now standing are the tower (partly Norman) and the Transitional nave (1190). Its library contains some interesting old books, incl. a Roman missal (1547) and an illuminated Book of Esther; the modern pulpit is handsome. In the chancel is a curious old *Revolving Book Desk*. Some of the monuments are noteworthy. The fine organ has 3300 pipes and 53 stops. Fine view from the tower. The old **Tolhouse* or *Gaol* (adm. 2*d*.), near the N. end of Middlegate St., is a beautiful building of the 14th cent., containing a fine old hall used as a museum. The *Town Hall*, on the South Quay, not far from the Tolhouse, is a large modern building. No. 4, South Quay, an Elizabethan house with a modern front, is said to have been the place in which the death of Charles I. was decided upon by Cromwell's supporters. Parts of the old *Town Walls* are still standing, including the *S.E.* and *Blackfriars' Towers*; and there are remains of the *Greyfriars' Cloisters* in Middlegate St. The *Nelson Monument* (adm. 6*d*.), a Doric column 144 ft. high, on the

South Denes, commands a good view. The *Herring Fishery* is at its height in autumn, when 'Yarmouth Bloaters' may be seen in all stages of preparation.

Gorleston (Cliff Hotel; Pier Hotel), the S. suburb of Yarmouth (stations, see p. 504), with a pier, good bathing, and a fine Dec. church, is a summer-resort. — Among other points of interest in the neighbourhood of Yarmouth are *Burgh Castle* (4-5 M. to the S.W.), a well-preserved Roman fortification at the head of *Breydon Water; Caister Castle* (p. 495); and *Lowestoft* (p. 504).

From Yarmouth to *Norwich*, see p. 502; to *Lynn* and *Cromer*, see p. 495.

The district to the W. of Yarmouth is *par excellence* the country of the **Norfolk Broads**, large lagoons, generally connected with each other by sluggish rivers, and alternating with vast expanses of marsh and reed. There are in all 40-50 Broads, varying in size from 2 to 500 acres (in all 5000 acres), and connected by the *Bure*, the *Yare*, the *Waveney*, the *Ant*, and the *Thurne* (in all 200 M. of navigable river), which all find their way into Breydon Water (see below). Most of them are on the Bure and its tributaries. The district affords admirable opportunities for boating, angling, and wild-fowl shooting. River-yachts for excursions on the Broads may be hired at Yarmouth, Norwich, Wroxham, or Oulton, at rates varying from 3*l.* to 12*l.* a week, according to the size and the number of the crew. The tourist who merely wishes to see the scenery may take a passage in one of the small steamers plying from Yarmouth to Wroxham viâ the Bure and to Norwich viâ the Yare (comp. below).

The following round trip from Norwich, lasting 10-14 days, will include a visit to most of the principal Broads. — From Norwich to *Reedham* (p. 502) and *Yarmouth* (p. 505) by the *Yare*, including *Surlingham* and *Rockland Broads* and *Breydon Water*, the estuary of the Yare; from *Yarmouth* to *Acle* (p. 502), *Wroxham* (p. 502), *Horning Ferry Inn*, and *Coltishall* (rail. stat.) by the *Bure*, visiting *South Walsham*, *Ranworth*, *Salhouse*, *Wroxham*, and *Belaugh Broads;* back by the Bure to the mouth of the *Ant* (near which are the ruins of *St. Benet's Abbey*, of 1034), 10 M. below Wroxham, and up this stream to *Barton* and *Stalham Broads;* then back to the Bure and viâ the *Thurne* to *Heigham Bridge*, to visit *Heigham Sounds*, *Hickling* and *Martham Broads*, and *Horsey Mere* (these for light-draught boats only); from Heigham Bridge back to Yarmouth viâ Acle. The *Muck Fleet* (for small boats only), diverging to the N. below Acle Bridge, leads to *Filby*, *Rollesby*, and *Ormesby Broads*, which are more easily reached by railway from Yarmouth to (5 M.) *Great Ormesby* (p. 495). The chief Broads not included in this excursion are *Oulton* (p. 504) and *Fritton Decoy* (p. 504).

62. From Cambridge to Newmarket and Bury St. Edmunds.

Great Eastern Railway to (14 M.) *Newmarket* in 25-36 min. (2*s.* 7*d.*, 1*s.* 2*d.*); to (28 M.) *Bury St. Edmunds* in ¾-1½ hr. (5*s.* 4*d.*, 2*s.* 4*d.*).

Cambridge, see p. 483. The country traversed is flat. Near Newmarket we cross a singular earthwork known as the *Devil's Dyke*.

14 M. **Newmarket** *(Rutland Arms; White Hart; Victoria; Coronation; Golden Lion)*, a town with 10,686 inhab., is situated partly in Cambridgeshire, partly in Suffolk, the main street being the boundary between these counties.

Newmarket is the headquarters of the Jockey Club and the metropolis of horse-racing. No fewer than eight race-meetings take place yearly, *viz.* the *Craven Meeting*, about Easter, *First* and *Second Spring Meetings* (at the latter of which the 'Two Thousand Guineas' is run), *First* and *Second*

July Meetings, *First* and *Second October Meetings* ('Cesarewitch' run at the latter), and *Houghton Meeting* (with the Cambridgeshire Handicap), at the end of October. Beds and living rise to famine prices during the races. The races are run at different parts of *Newmarket Heath* (comp. *Baedeker's London*). At other seasons the morning gallops of the horses in training (about 1500) are a perennial source of interest to the betting world.

The old *Palace* in the High St., built by Charles II., who was a constant patron of Newmarket Races, has disappeared. The houses of 'Old Q' (the Duke of Queensberry), Nell Gwynne (p. 191), and various other quondam visitors are shown also.

¡28 M. **Bury St. Edmunds** *(Angel; Suffolk*, R. from 4*s.* 6*d.*, D. from 2*s.* 6*d.*; *Dog & Partridge; Drake's, Bell*, two temp. hotels; *Rail. Rfmt. Rooms)*, a bright and interesting little town with 16,255 inhab., first came into notice as the burial-place of St. Edmund, the last King of East Anglia, whose shrine here was long one of the chief resorts of English pilgrims. The abbey erected in the 11th cent. over his tomb soon attained great wealth and importance. See the characteristic account of Bury by *Carlyle*, in 'Past and Present'.

Opposite the Angel Hotel is the *Abbey Gateway*, a fine Dec. structure of 1337, leading to the *Botanic Gardens* (adm. 6*d.*), which contain the chief remains of the Abbey, including the ruins of the *Church* (within a railing, at the S.E. corner), the *Abbot's Palace*, and the *Abbot's Bridge* (N.E. corner). — Among other points of interest in Bury are *St. James's Church*, a Perp. edifice of the 15th cent.; a *Norman Tower* (ca. 1090); *St. Mary's Church*, with a fine timber ceiling (15th cent.), some rare Flemish glass, and a memorial to Mary Tudor; and *Moyses Hall*, a late-Norman building, supposed to have been a Jewish synagogue.

In the environs of Bury are (4 M.) *Hengrave Hall*, a fine Tudor mansion; *Ickworth House* (3 M.), the seat of the Marquis of Bristol; *Barton House* (2 M.); *Culford Hall* (3 M.; Earl Cadogan), etc.

Beyond Bury the railway goes on to *Haughley Road Junction*, where it joins the line from Ipswich to Norwich (comp. p. 499). — Branch-lines also run from Bury to *Thetford* (p. 494) and *Mark's Tey* (p. 497).

63. From London to Southend and Shoeburyness.

39½ M. London, Tilbury, & Southend Railway, from *Fenchurch St. Station*, in 1-2 hrs. (fares 4*s.* 8*d.*, 2*s.* 4*d.*); to (36 M.) *Southend* in ¾-2 hrs. (fares 4*s.* 4*d.*, 2*s.* 2*d.*). Southend may be reached also from *St. Pancras Station* (Mid. Railway) in 1½-3 hrs.; or from *Liverpool Street Station* (G. E. R.) in 1¼-2 hrs. (fares as above).

The lines from Fenchurch Street and Liverpool Street run to the E. to (7½ M.) *Barking*, where they are joined by the trains from St. Pancras, which have described a semicircle round the N. of London. — Beyond Barking some trains turn to the S.E. and follow the N. bank of the Thames estuary viâ *Purfleet*, *Grays*, *Tilbury Docks* (Tilbury Grand Hotel), and (22½ M.) *Tilbury* (see *Baedeker's London*), rejoining the direct line, beyond (28 M.) *Stanford-le-Hope*, with an interesting church, at *Pitsea* (p. 508).

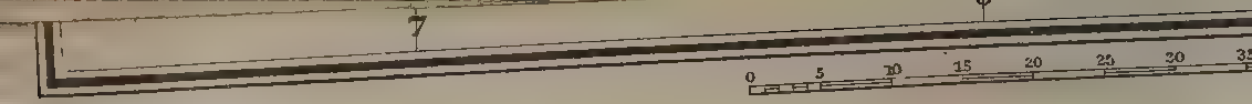
The direct line to Southend maintains its E. direction. 11¼ M. *Dagenham*; 13½ M. *Hornchurch*, junction for *Romford* (p. 496); 15¼ M. *Upminster*, junction for *Ockendon*; 19¼ M. *East Horndon*;

23 M. *Laindon.* — 26½ M. *Pitsea.* — Near (29¼ M.) *Benfleet* is *Hadleigh*, with the Salvation Army Farm Colony, and the ruins of *Hadleigh Castle.* — 35 M. *Westcliff-on-Sea* (hotel, see p. 508) is the W. and less crowded suburb of Southend.

36 M. **Southend** (*Royal; Palace; Hope; Victoria; Alexandra; Grand Pier; London; Middleton; Victoria; Carlton, Westcliffe*, both temp.; *Ship; Queen's*, at Westcliff), a popular watering-place at the mouth of the Thames, with (1901) 28,857 inhab., is chiefly patronized by excursionists from London. It possesses an *Esplanade*, an iron *Pier* (toll 1*d.*), 1¼ M. long, traversed by a tramway (2*d.*), a *Golf Course*, a *Theatre*, a *Kursaal*, and other places of amusement. There are two railway-stations, one belonging to the G. E. R., the other to the London, Tilbury, & Southend Railway. Excursion-steamers ply to and from London in summer; and a steamer sails daily in summer to Ostend.

From Southend to Shenfield, 21½ M., G. E. railway in ¾-1 hr. (fares 2*s.* 3*d.*, 1*s.* 5*d.*). — 1 M. *Prittlewell* has an interesting church. — 3 M. *Rochford* (King's Head) contains a mansion once the property of the Boleyns. At *King's Hill*, to the E. of the village, a curious ceremony, known as the 'Lawless Court', used to be celebrated about midnight of the first Tuesday after Michaelmas. — From (12½ M.) *Wickford* a branch-line runs to the N.E. viâ (5 M.) *Woodham Ferris* and (8½ M.) *Cold Norton* to (12 M.) *Maldon* (King's Head, R. 2*s.* 6*d.*, D. 4*s.*; see p. 496). Lawrence Washington, great grandfather of George Washington, was rector of *Purleigh*, near Cold Norton, from 1632 till his ejection in 1643. The fine tower of the church is now being restored as a Washington Memorial at the expense of Americans (subscriptions invited). — From Woodham Ferris a line runs to the E. to (16½ M.) *Southminster*, viâ (13½ M.) *Burnham-on-Crouch* (White Hart, well spoken of; Royal), a small town (2918 inhab.) on the estuary of the *Crouch*, with oyster fisheries, frequented for boating, yachting, and sea-fowl shooting. The church of *Bradwell*, 5 M. to the N. of Southminster, contains some remains of 14th cent. decoration. — 17 M. *Billericay* (Red Lion). — At (21½ M.) *Shenfield* we join the main line from London to Colchester (see p. 496).

39½ M. **Shoeburyness** *(Cambridge Hotel)* is the government station for artillery practice, with a long gun-range. Important experiments in modern ordnance take place here; and the Territorial Artillery hold their annual competition here in August. The church of *South Shoebury* is partly Norman.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SCOTLAND.

I. Travelling Expenses. Hotels.

Expenses. Travelling in the tourist-districts of Scotland has the reputation of being expensive; and as regards a few of the Highland hotels, that practically possess a monopoly of the traveller's custom, this reproach is perhaps deserved. A considerable improvement in this respect has, however, taken place of late years; and it may be questioned whether the average charges at Scottish hotels are higher than those in equally frequented districts of England (comp. p. xxv). The competition of the steamboats and railways, and the extensive development of the system of *Circular Tours* (see below) have, on the other hand, made the expenses of locomotion very moderate. The ordinary tourist, frequenting the best hotels and availing himself of the usual means of locomotion, must be prepared to spend 25-30*s.* a day, but the pedestrian of modest requirements may reduce his expenditure to 12-15*s.* daily.

Hotels. The Highland hotels are generally good and comfortable, though their charges are high (see above). The average summer prices at houses of the first class are about as follows: R. (including attendance) 5-7*s.*, plain breakfast or tea 1*s.* 6*d.*, D. 3*s.* 6*d.*-5*s.* The Scottish table d'hôte breakfasts, with their abundant choice of salmon, fresh herrings, chops, steaks, ham and eggs, preserves, cakes, and scones, are certainly not exorbitant at their usual rate of 2*s.* 6*d.*-3*s.*; and table d'hôte teas (7.30-8 p.m.) of a similar description are also sometimes provided for those who do not dine at table d'hôte (6-7.30 p.m.). Those who prefer it may order dinner in the middle of the day. The charges for luncheons and other light refreshments are often comparatively high. Wine in the Highland hotels is always dear and often bad; but good whiskey — the *vin du pays* — which may be mixed with soda-water, may be obtained almost everywhere. In small quantities, diluted, it will be found a good drink for the pedestrian. The beds are usually good and clean; and the larger hotels contain comfortably fitted up drawing, reading, billiard, and smoking rooms. Gratuities need not be given except to the 'boots', but it is usual to give a trifle to the waiter and chamber-maid if any stay be made (comp. p. xxv).

Hotel Coupons (B., with meat and eggs, 2*s.* 6*d.*, L. 2*s.*, D. 3*s.* 6*d.*, plain tea 1*s.* 6*d.*, tea with meat 2*s.* 6*d.*, R. & A. 4*s.*) are issued by the Caledonian Railway Co. and by the tourist-agents in London; but at some places (*e.g.* Oban) these are not accepted at the leading hotels, nor are they available for the 'monopoly' hotels at the Trossachs, Tarbet, etc. *Temperance Hotels*, see p. xxv. Ladies are advised to frequent first-class hotels only.

II. Railways, Coaches, and Steamers.

The general remarks made at p. xxii on the railways of England apply also to those of Scotland. Second-class carriages have been abolished in Scotland. The principal Scottish railway-companies are the *North British*, the *Caledonian*, the *Highland*, the *Glasgow and South Western*, and the *Great North of Scotland*. These companies (especially the first two) issue *Circular Tickets*, available by rail, coach, and steamer, in such variety of combination that the traveller will find no difficulty in selecting a tour that includes exactly the points he wishes to visit. Almost all the tours begin and end at Glasgow or Edinburgh; but some of them may be begun also at Perth, Stirling, Oban, Aberdeen, etc. Full information regarding these circular tours will be found in the Tourist Handbooks published by the railway-companies. The tickets are usually available for several weeks or even for the whole season; and the utmost facilities are granted for breaking the journey. Third-class tickets, 15-30 per cent cheaper than

first-class, generally include equal privileges on steamers and coaches. — The English railway-companies issue tourist tickets to Scotland at reduced rates between May 1st and Oct. 31st, but the coach and steamer tours generally end in September. — The Scottish 'Bradshaw' is *Murray's Time Tables* (monthly; 3*d.*).

Coaches. The Highland coaches are, as a rule, excellently horsed and form a delightful means of seeing the country in fine weather. There is invariably a keen competition for the box-seats; and travellers, on reaching a point whence the journey is to be continued by coach, should send one of the party as quickly as possible to secure good places. The first coach, where there are more than one, suffers least from dust. The driver expects a gratuity of 6*d.*-1*s.* 6*d.* according to the length of the drive. — **Posting**, as in England (p. xxiii).

Steamers. There is probably nowhere a better service of pleasure steamers than those which ply on the Clyde and along the W. coast of Scotland; and they are certainly much superior to the English river steamers. Most of them belong to *Mr. David Macbrayne* (119 Hope St., Glasgow), who issues tickets for six days' sailing (3*l.*), available on any of his vessels (board included). The fares generally are very moderate, and the restaurants on board excellent. A small but exasperating annoyance in steamboat travelling in Scotland is the constant demand for pier-dues (1*d.*-4*d.* on landing or embarking, as the piers usually belong to private owners.

III. Plan of Tour.

The regular 'Season' for a tour in Scotland is July and August, when however, the hotels are often over-crowded. June is in some respects one of the pleasantest months; but many of the circular tour tickets are not issued, and some of the coaches do not begin running, until July. The first half of July is generally less crowded than the following 4-6 weeks. The first half of September is also often a favourable season, but the days begin to be perceptibly shorter. — Sunday is practically a *dies non* in Highland travelling, and Sunday quarters should always be engaged in advance. Most of the trains, steamers, and coaches cease running on Sunday, and in some quarters it is even difficult to hire a private carriage.

As already stated, the possible combinations of tours in Scotland are so numerous that it is difficult to give advice in mapping out a journey. The following routes, however, will at least give an idea of the time required for a visit to the most attractive points.

a. Tour of 3-4 Weeks.

	Days
Edinburgh and Environs (*Roslin*, *Hawthornden*)	3-4
From Edinburgh to *Melrose* and *Dryburgh*, and back	1
From Edinburgh viâ *Callander*, the *Trossachs*, and *Loch Lomond* to *Glasgow* (Circular Tour)	1-2
Glasgow	1-2
Falls of Clyde and back	½-1
From Glasgow to *Ayr* (Burns Country) and back	1
From Glasgow to *Arran* (night quarters) and back	2
From Glasgow to *Oban* by the *Crinan Canal*	1
Circular Tour from Oban to *Loch Awe* and back	1
From Oban to *Iona* and *Staffa*, and back	1
From Oban to *Ballachulish* and *Glencoe*	1
From Ballachulish to *Inverness*. *Caledonian Canal*.	1
From Inverness to *Loch Maree* and back	2
From Inverness to *Aberdeen* and in Aberdeen	1-1½
From Aberdeen to *Braemar*	1
From Braemar through the *Spital of Glenshee* to *Perth*	1
From Perth to *Crieff*, *Comrie*, *Lochearnhead*, *Loch Tay*, *Kenmore*, *Aberfeldy*, and *Dunkeld*	1-2
From Dunkeld to *Pitlochry* and back to Perth	1
From Perth to Edinburgh or Glasgow	½

Those who do not fear a short sea-voyage should undoubtedly add to this tour a visit of 2-3 days to the island of *Skye*, which contains, perhaps, the grandest scenery in Scotland. The island is reached either from Oban or from Inverness (viâ Gairloch or Kyle of Lochalsh; shortest sea-passage). Those who dispense with a visit to Aberdeen may obtain a circular ticket from Edinburgh (Glasgow) for Perth, Dunkeld, Inverness, Dingwall, Achnasheen, Loch Maree, Gairloch, Portree (Skye), Oban, Crinan Canal, and Glasgow (or in the reverse direction). — *Inveraray*, which is not included in the above itinerary, may be visited from Glasgow on a circular tour of 2-3 days.

b. A Week from Edinburgh or Glasgow.

	Days
Edinburgh	1-2
From Edinburgh to *Inversnaid* as given in R. 69; thence by steamer to *Ardlui*, coach or railway to *Crianlarich*, and railway to *Balquhidder* (one long day from about 7 a.m. to 6.45 p.m.)	1
Railway to *St. Fillans*, *Comrie*, *Crieff*, and *Perth*	1
Railway to *Aberfeldy*, coach to *Kenmore*, steamer on *Loch Tay* to *Killin Pier*; railway to Edinburgh or Glasgow	1
[Or from Killin by railway to *Oban*, and on the following day by steamer or railway back to Edinburgh or Glasgow	2]

c. A Week from Glasgow or Edinburgh.

Glasgow	1
From Glasgow to *Inveraray* (see p. 543) and thence coach to *Dalmally*	1
Railway to *Oban* (or by steamer on *Loch Awe*)	1
Steamer to *Mallaig* and railway to *Fort William*	1
Railway to *Crianlarich*, coach to *Ardlui*, thence to Glasgow viâ *Loch Lomond*, or to Edinburgh viâ the *Trossachs*	1-2

The remaining days may be filled up by excursions from Oban to *Staffa* and *Iona*; from Glasgow to *Arran*, *Ayr*, or the *Clyde*; from Edinburgh to *Melrose*, *Hawthornden*, etc.; or from *Perth* to *Dunkeld* or *Pitlochry*.

IV. Outline of Scottish History.

The first event in the history of Scotland to which a fixed date can be assigned is its invasion in A.D. 78 by *Julius Agricola*, who advanced as far as the Tay. *Antoninus Pius* (ca. 105) constructed an earthen rampart from the Clyde to the Forth, and *Severus* (208) carried the Roman arms to the Moray Firth; but practically the Romans made no permanent conquests beyond the Great Wall uniting the Solway and the Tyne (see p. 467). The earliest known inhabitants of the country were the three Celtic races: Britons, Picts, and Scots. The *Britons* extended as far as the Forth and Clyde and came partly under Roman influence. The *Picts* (Latin, 'Picti', painted) or *Cruithne* seem to have had their original settlements in the extreme N. of Scotland and Ireland. The *Scots*, who eventually gave their name to the whole country, came from Ireland and settled at first in Argyllshire. From an early period they united with the Picts in assaults on the Romans and Romanized Britons. The conversion of these three races to Christianity seems to have begun before the close of the 4th cent., and the three chief missionaries were *St. Ninian* (Galloway; 4-5th cent.), *St. Kentigern* or *Mungo* (p. 588; 5-6th cent.), and *St. Columba* (p. 554; 6-7th cent.).

Down to the 9th cent. the history of the Picts, in the N. part of the country, and of the Scots, in their kingdom of *Dalriada* (Argyllshire), is somewhat confusing and uncertain. The Britons of South Scotland, the kingdom of *Strathclyde*, separated by the English from their S. kinsmen, maintained their independence down to the 10th cent. (see below).

844-860. *Kenneth Macalpine* unites the Picts and Scots in one kingdom, at first called *Albany* and afterwards (10-11th cent.) *Scotland*. Contests with the Britons of Strathclyde.

943-954. *Malcolm I.* extends his sway over Strathclyde (see above).

1005-1034. *Malcolm II.* conquers Lothian.
1034-1040. *Duncan*, grandson of Malcolm II., is killed by —
1040-1057. *Macbeth*, who usurps the throne and proves himself an able ruler. He falls in battle against the son of Duncan —
1058-1093. *Malcolm III. Canmore*, who gives shelter to Edgar Atheling and marries his sister Margaret (1068). The English language, English customs, and English colonists begin to gain a footing in Scotland.
1107-1124. *Alexander I.* marries Sibylla, daughter of Henry I. of England.
1124-1153. *David I.*, the 'Scottish Alfred', does much to promote the civilization of Scotland. He invades England, in support of Matilda (see p. xxx), and is defeated at the Battle of the Standard (1138; see p. 456).
1154-1165. *Malcolm IV.*, the Maiden.
1165-1214. *William the Lion* is taken prisoner by Henry II. and has to acknowledge his supremacy, but afterwards re-establishes his independence. Alliance with France.
1214-1249. *Alexander II.* takes part with the English Barons against King John.
1249-1289. *Alexander III.*, a wise and good king, under whom Scotland enjoys peace and prosperity. After his death and that of his granddaughter and heiress, Margaret, the Maid of Norway (1290), the succession to the crown is disputed by Baliol and Bruce. Edward I. of England is appealed to and decides in favour of —
1292-1297. *John Baliol*, who, however, scarcely maintains a semblance of independence and after a short resistance to Edward's pretensions is carried prisoner to London (1297). *William Wallace*, the 'Man of the People', rises against the English, and defeats them at Stirling Bridge (see p. 548), but is finally captured by Edward I. and beheaded (1305).
1306-1329. *Robert Bruce*, however, succeeds as patriot-leader of the Scots, finally secures the independence of Scotland by his victory at Bannockburn (1314), and is recognized on all hands as king.
1329-1370. *David II.*, the weak son of a great father, carries on an unsuccessful war with England, is defeated at Neville's Cross (1346; p. 462), and is kept prisoner by Edward III. for 11 years.
1370-1390. *Robert II.*, son of Marjory, Bruce's daughter, is the first of the Stuarts. Battle of *Otterbourn* (1388).
1390-1406. *Robert III.* also carries on war with England. Defeated at *Homildon Hill* (1402). His son and successor —
1406-1437. *James I.*, is taken prisoner by the English on his way to France in 1405 and spends the first 18 years of his reign in captivity. The Duke of Albany is appointed regent. Defeat of Donald, Lord of the Isles, at *Harlaw* (1412). James writes the 'King's Quhair' and other poems. His reforms are in advance of the age and he is assassinated by conspirators at Perth (see p. 568).
1437-1460. *James II.* stabs the Earl of Douglas, a dangerous and turbulent subject, at Stirling (1452; p. 548), and strengthens the royal authority. He is killed by the bursting of a gun at the siege of Roxburgh (p. 514).
1460-1488. *James III.* attempts to rule through favourites, who are put to death by Angus 'Bell the Cat' and other conspirators. A rebellion breaks out, and James is defeated by his nobles at Sauchieburn and slain.
1488-1513. *James IV.* marries Margaret, daughter of Henry VII., and is slain at the disastrous battle of *Flodden* (p. 514).
1513-1542. *James V.* marries Mary of Guise. Represses the Border Freebooters. Is defeated at *Solway Moss* (1542) and dies of a broken heart.
1542-1567. *Mary Stuart* marries first the *Dauphin of France* (1558), then *Darnley* (1565), and lastly *Bothwell* (1567). Defeat of the English at *Ancrum Moor* (1544) and of the Scots at *Pinkie* (1547). Murder of *Rizzio* (1566). *Reformation* in Scotland (1560 et seq.); *John Knox*. Mary, while imprisoned in *Lochleven Castle*, abdicates in favour of her son (1567).
1567-1603. *James VI.* Defeat at *Langside* (1568) of Mary, who takes refuge in England. Regencies of *Moray* (1568), *Lennox* (1570), *Mar* (1571), and *Morton* (1572). *Raid of Ruthven* (1582). Queen Mary executed (1587). *Gowrie Conspiracy* (1600; see p. 568). James succeeds to the English throne.

V. Notes on the Gaelic Language.

The Gaelic of the Scottish Highlands is akin to the Welsh, and substantially identical with the Erse of Ireland. Owing to the numerous combinations of silent consonants and other causes, it is less easy, however, to indicate its pronunciation than that of Welsh. It may, however, be useful to bear in mind that the vowels have the Continental, not the English value (comp. p. xxxiv); and that the frequently occurring aspiration of a consonant has the effect either of softening it or of effacing it altogether (thus *bh* = *v*, *dh* = *y*, *fh* mute, and *ch* guttural). The ordinary tourist will, however, find that English is always understood, though the enterprising pedestrian may occasionally stumble upon a Gael ignorant of all save his mother-tongue. The following is a short glossary of Gaelic roots of frequent recurrence in the names of places. *Aber*, mouth, confluence; *achadh (ach, auch)*, a field; *alt, ault* (genitive *ailt*), a brook; *an*, a diminutive termination; *ard*, high; *bal, baile*, a village or place; *ban*, white; *beag (beg)*, little; *beinn (ben)*, a mountain; *breac (vreck, vrackie)*, speckled; *cam, cambus*, crooked; *ceann (kin, ken)*, head; *clach*, a stone, *clachan* (dim.), a village; *dal*, a field; *dearg*, red; *dubh (dhu)*, black; *dun*, a hill-fort; *eas (ess)*, waterfall; *fad, fada*, long; *fionn (fyne)*, white, shining; *garbh (garve)*, rough, rugged; *glas*, grey; *gorm*, blue; *innis (inch)*, island; *inbhir (inver)*, same as *aber*; *cil (kil)*, cell, church, parish; *coille (killie)*, wood; *caol (kyle)*, strait; *lag*, a hollow; *linn, linne*, a pool; *mam, meall*, a rounded hill; *mor (more)*, great; *muc* (gen. *muic*), a sow; *cuach, quoich*, a cup; *ross*, a point; *sruth, stru, struan*, running water; *tulloch (tilly, tully)*, a knoll; *tir (tyre)*, land; *uisge (esk)*, water *(usquebaugh*, water of life, hence *whiskey)*.

64. From London to Edinburgh or Glasgow.

The traveller may choose between three different railway-routes for his journey to Scotland. The fast trains between London and Edinburgh take 8-10 hrs. Fares to *Edinburgh* 57*s*. 6*d*., 32*s*. 8*d*.; to *Glasgow* 58*s*., 33*s*.; reduced return-fares in summer. No second class. Sleeping Cars (10*s*. in addition to the 1st cl. fare) are attached to the night-expresses and restaurant-cars to the morning and afternoon expresses (breakfast or luncheon in either class 2*s*. 6*d*.; dinner 1st cl. 3*s*. 6*d*., 3rd cl. 3*s*.; tea 6*d*.-1*s*.). Luncheon-baskets (2*s*. 6*d*.-3*s*.), tea-baskets (1*s*.), and pillows and rugs (hire 6*d*. each) may be obtained at any of the chief stations. — *Steamers*, see p. 521.

a. Viâ Leicester, Leeds, and Carlisle.

Midland and North British Railways ('Waverley Route') from *St. Pancras Station* to (406 M.) *Edinburgh* (Waverley Station) in 8¾-12 hrs. The portion of the train bound for Glasgow is detached from the Edinburgh portion at Carlisle, and proceeds to (423 M. from London; 8¾-10⅓ hrs.) *Glasgow* (St. Enoch Station) by the Glasgow & South-Western Railway viâ Dumfries, as described in R. 65.

From London to (308 M.) *Carlisle*, see R. 50. A short way beyond Carlisle the line to Glasgow (see above) diverges to the left, while the Edinburgh trains follow the line of the *North British Co.*, running through the 'Waverley District'. From (317½ M.) *Longtown* a branch-line diverges to (4½ M.) *Gretna Green* (p. 521). To the left lies *Solway Moss*, where the Scots were defeated by the English in 1542. To the right, near (320 M.) *Scotch Dyke*, is *Netherby Hall*, the scene of 'Young Lochinvar'. The train crosses the *Esk* and the *Liddel*, and ascends the valley of the latter, skirting the *Cheviots* (right). 322 M. *Riddings* is the junction of a

line to *Canonbie* and (7 M.) *Langholm*. At (329 M.) *Kershope Foot* we cross the *Kershope Burn* and enter Scotland (Roxburghshire). — 332 M. *Newcastleton*, the centre of the district of *Liddesdale*, the home of 'Dandie Dinmont' (comp. p. 467). — 340 M. *Riccarton Junction* is the junction of a line to Reedsmouth and Hexham (see p. 468). Farther on (left) rise the *Maiden Paps* (1677 ft.).

353½ M. **Hawick** *(Tower; Victoria)*, a woollen-making town with 17,300 inhab., contains little to detain the tourist. About 3 M. to the S.W. is *Branksome (Branxholme) Tower*, which still, as in the 'Lay of the Last Minstrel', belongs to the Buccleuch family.

Beyond Hawick we see to the right **Ruberslaw* (1390 ft.), a finely-shaped hill commanding an extensive view. To the right of (358 M.) *Hassendean*, the home of 'Jock o' Hazeldean', are the picturesquely-wooded *Minto Crags* (720 ft.; *View), in the grounds of *Minto House*, seat of the Earl of Minto. — 366 M. *St. Boswells* (Buccleuch Arms; Rail. Rfmt. Room) is the nearest station to (1½ M.) *Dryburgh Abbey* (p. 516); walkers may alight here, visit the abbey, and then go on to (4 M.) Melrose.

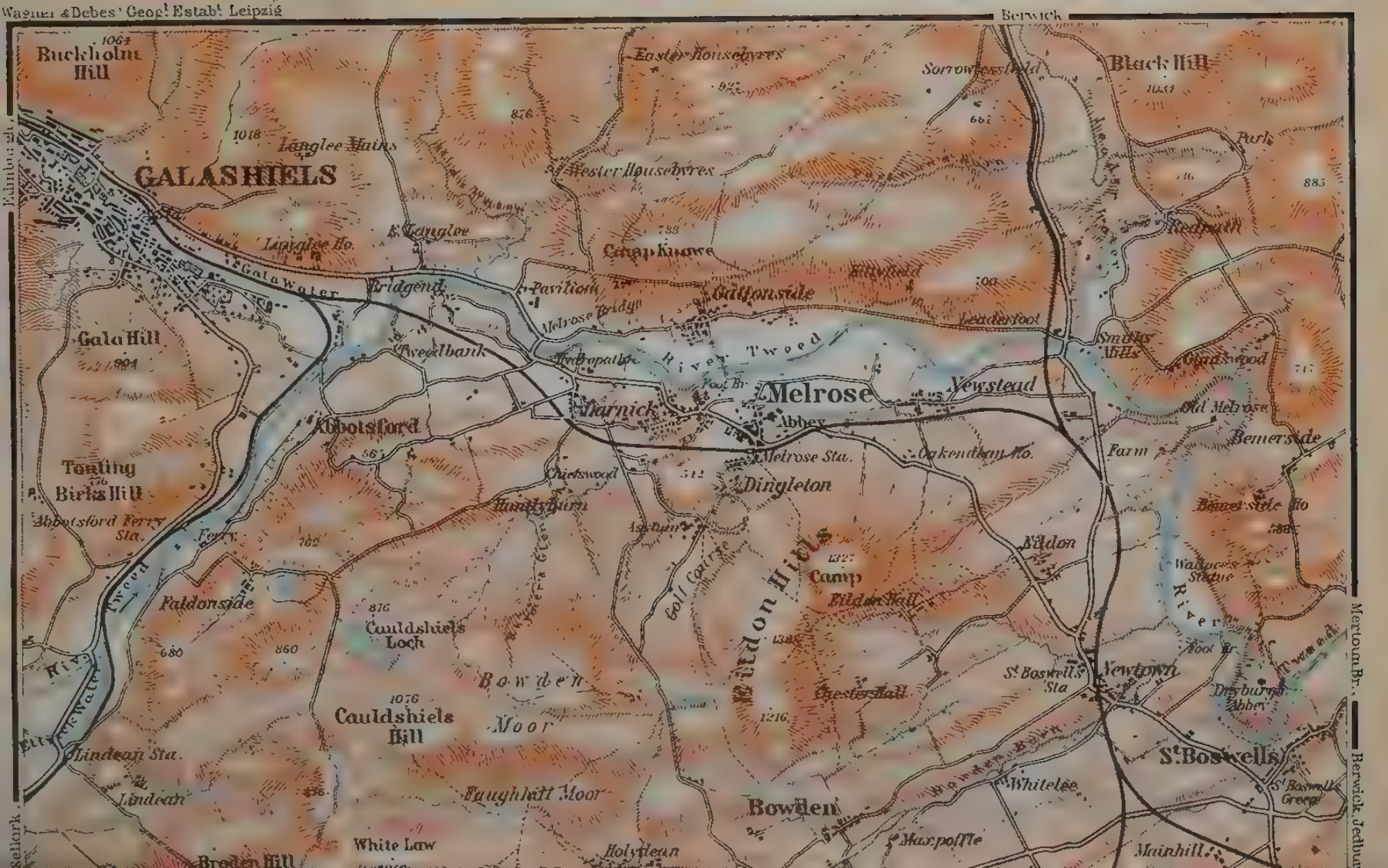
From St. Boswells to Kelso and Berwick, 35½ M., railway in 1¾-2¾ hrs. (fares 5*s.* 6*d.*, 2*s.* 11*d.*). The line runs along the S. bank of the *Tweed*. To the right is the *Waterloo Monument*, on the top of *Penielheugh* (774 ft.); to the left is *Smailholm Tower*, the scene of Scott's 'Eve of St. John'. Adjoining the latter is the farm of *Sandyknowe*, where Scott, when a child, often visited his grandfather. — Beyond (9 M.) *Roxburgh*, the junction of the line to (7 M.) *Jedburgh* (see below), the train crosses the *Teviot*. *Floors Castle*, the magnificent seat of the Duke of Roxburghe, is seen among the trees to the left (visitors admitted to the grounds on Wed.). Near Floors are the scanty remains of *Roxburgh Castle*.

11½ M. **Kelso** *(Cross Keys*, R. 3*s.* 6*d.*; *Queen's Head)*, a prosperous little market-town with 4000 inhab., 1 M. from the station, is chiefly of interest for its *Abbey, a small but fine ruin in the Norman and E. E. styles, founded by David I. about 1130 and destroyed by the English in 1545. The *Museum* (open on Mon., Wed., & Frid., 12-3) contains objects of local interest. — At *Ednam*, 2 M. to the N.E., is an obelisk to *Thomson*, the poet, who was born there in 1700. — Beyond (16 M.) *Carham* we cross the border and enter England.

22 M. **Coldstream** *(Newcastle Arms)* gives its name to the Coldstream Guards, raised here by General Monk in 1660. The station is on the English side of the Tweed, 1½ M. to the S. of the town, which is in Scotland. About 5 M. to the S. is the field of *Flodden*, where the Scottish army, led by James IV., was defeated by the English in 1513. From Coldstream to *Alnmouth*, see p. 466. — At (25½ M.) *Twizell* we cross the *Till*. The Norman keep (12th cent.) of (27½ M.) *Norham* appears in the opening scene of 'Marmion'. — 34 M. *Tweedmouth*. — 35½ M. *Berwick-upon-Tweed*, see p. 467.

Another line runs from St. Boswells to (42 M.) *Berwick* (p. 467), viâ (41½ M.) *Earlston*, with the *Rhymer's Tower* (comp. p. 515), (22 M.) *Duns* (Swan, R. 2*s.* 9*d.*), and (31 M.) *Reston Junction* (p. 517), where we join the 'East Coast Route'.

[**Jedburgh** *(Spread Eagle; Royal)*, a picturesque little border-town, with a stormy past, lies on the *Jed*, and contains about 3100 inhabitants. ***Jedburgh Abbey** (adm. 6*d.*), founded by David I. in 1118, is one of the largest and most beautiful ecclesiastical ruins in Scotland (late-Norman, with subsequent modifications). Lord Campbell (1779-1861) is buried in the S. aisle; and in the N. transept is the tomb of the eighth Marquis of Lothian, with a recumbent statue by *G. F. Watts*. Queen Mary lodged in an old house in Queen Street in 1566, and Prince Charles Stuart at 9 Castlegate (after Prestonpans); Burns lived at 27 Canongate in 1787, Sir David



Wagner & Debes' Geog! Estab! Leipzig
Berwick
Edinburgh
Selkirk
Merton Br.
Berwick, Jedbur
Buckholm Hill
GALASHIELS
Langlee Mains
Langlee Ho.
E. Langlee
Gala Water
Bridgend
Pavilion
Melrose Bridge
Tweedbank
Gala Hill
Abbotsford
Tonting
Birks Hill
Abbotsford Ferry Sta.
Ferry
Faldonside
Cauldshiels Loch
Cauldshiels Hill
Bowden Moor
Lindean Sta.
Lindean
Faughhill Moor
White Law
Broden Hill
Holydean
Easter Housebyres
Wester Housebyres
Camp Knowe
Gattonside
Hillyfield
Leaderfoot
River Tweed
Melrose
Abbey
Darnick
Newstead
Melrose Sta.
Dingleton
Chiefswood
Hantlyburn
Eildon Hills
Camp
Eildon Hall
Golf Course
Chester Hall
Bowden
Maxpoffle
Whitelee
Mainhill
St. Boswells
St. Boswells Sta
Newtown
Eildon
Farm
Old Melrose
Bemerside
Bemerside Ho
Wallace's Statue
Dryburgh Abbey
Smiths Mills
Glintswood
Redpath
Park
Black Hill
Sorrowlessfield
Oakendean Ho.
Wowden Burn

Brewster (1781-1868) was born in a house (now the Victoria Model Lodging House) in the same street, and Scott visited Wordsworth at 5 Abbey Close (1805). 'Jeddart Justice', like Lidford Law (p. 144), is proverbial; and 'Jeddart Staves' were long unpleasantly familiar to the English Borderers. — Excursions may be made from Jedburgh to (2 M.) *Fernihurst Castle* (16th cent.), to (4 M.) the *Waterloo Monument* on *Penielheugh* (comp. p. 514), and to (2 M.) *Dunion Hill* (1095 ft.; °View).]

The three hills, or rather triple-peaked hill, that have for some time been visible to the left are the **Eildons** (1385 ft.), which owe their present appearance, according to tradition, to the agency of the devil, working at the bidding of the wizard Michael Scott.

Thomas of Ercildoun, or '*Thomas the Rhymer*' (13th cent.), is said to have been carried off by the Queen of the Fairies, and detained for three years, like Tannhäuser in the Venusberg, in an enchanted land inside the hills.

As we approach Melrose we have (right) a view of the abbey.

369 M. **Melrose** (*Abbey*, R. from 3*s*. 6*d*., D. 2*s*. 6*d*.-5*s*.; *George*, R. 3*s*.; *King's Arms; Lindsay's Waverley Temperance*, R. 2*s*., D. 2*s*. 6*d*.; *Anderson's Temperance; Waverley Hydropathic*, 1/2 M. from the station, pens. from 8*s*.), a small town with about 1450 inhab., is prettily situated on the *Tweed*. The *Town Cross*, at the head of the High Street, dates from the 14th century.

***Melrose Abbey**, indisputably the finest ruin in Scotland, lies a few hundred yards to the N. of the railway-station (adm. 6*d*.; open also on moonlight nights). Founded in the 12th cent. by David I., that 'sair sanct for the crown', the abbey was almost wholly destroyed by Edward II. and rebuilt by Robert Bruce (14th cent.), and once more destroyed and rebuilt in the following century.

The principal part of the present remains is the **Choir*, a fine example of late-Gothic (ca. 1450), with slender shafts, richly-carved capitals, elaborate vaulting, and large and exquisitely-traceried windows (especially the °E. window). The *Transept* crosses the choir near its E. end. Of the *Nave* there are comparatively few remains. The beautiful sculptures throughout the church were sadly defaced at the Reformation. On the N. side are two Norman arches. *Alexander II.* and the heart of *Robert Bruce* are interred at the E. end, near the site of the high-altar. The tomb of *Michael Scott* is pointed out in the chapel on the S. side of the choir (to the E. of the S. transept), and *Sir David Brewster* (see above) is buried in the churchyard, close to the S. wall of the aisle.

On the right bank of the Tweed, 3 M. above Melrose, lies ***Abbotsford**, the picturesque home of Sir Walter Scott (open 11-1 & 2-4; adm. 1*s*.). The road to it (carr. 6*s*., coach 1*s*. 6*d*.) leads to the W. from Melrose, passing the *Waverley Hydropathic Establishment* and the village of *Darnick*, with its old 'peel' or Border tower (adm. 1*s*.).

In 1811 Scott bought the small farm of *Clarty Hole*, changing its name to Abbotsford, planting it with trees, and beginning the large and irregularly-built mansion which he occupied till his death in 1832. The rooms shown include the great novelist's *Study*, the *Library*, the *Drawing Room*, the *Armoury*, and the *Entrance Hall*. They contain numerous personal relics of Scott and many historical curiosities. — The house is owned by the *Hon. Mrs. Constable-Maxwell Scott*, a great-granddaughter of Scott.

Next in interest to Abbotsford among places near Melrose is DRYBURGH ABBEY, where Sir Walter Scott is interred in the burial-vault of his ancestors (carr. there and back direct 8*s*., coach 2*s*.).

The pleasantest way to make this excursion is to walk, drive (carr. 8*s*.), or take the train to *St. Boswells* (p. 514; 3½-4 M.), proceed thence to the (1 M.) footbridge over the Tweed and the (½ M.) Abbey, and return to Melrose viâ *Bemerside* (6 M.). A carriage (10*s*.) from Melrose may be ordered to meet the traveller at the Abbey. Both routes afford charming views, the most extensive being that from *Bemerside Hill*. Bemerside has belonged to the family of Haig for seven centuries. Between Bemerside and Dryburgh is a huge and rude *Statue of William Wallace*. Abbotsford and Dryburgh can easily be included in one day's excursion from Melrose, even by the pedestrian (carr. and pair for the day 20-25*s*.).

The picturesque and extensive ruins of *Dryburgh Abbey (adm. 1*s*., Sat. 6*d*.) date from the 12-14th cent. and include parts of the church, the chapter house, the refectory, the cloisters, and the domestic buildings. *Scott* (d. 1832) is interred in *St. Mary's Aisle*. *John Gibson Lockhart* (d. 1854), Scott's son-in-law and biographer, is also buried here.

After leaving Melrose we cross the Tweed. — 373 M. **Galashiels** *(Commercial; Abbotsford Arms; Royal; Douglas)*, a busy town of 13,600 inhab., is noted for its tweeds and tartans.

From Galashiels a short branch runs to (6 M.) *Selkirk*, passing (2½ M.) *Abbotsford Ferry*, the nearest station to (1 M.) Abbotsford (see p. 515). — Selkirk *(County*, well spoken of; *Fleece*, commercial, R. or D. from 2*s*. 6*d*.; *Station; Town Arms)*, on the *Ettrick*, is another tweed-making town of 5700 inhab., with statues of *Sir Walter Scott* and *Mungo Park* (see below). Selkirkshire was formerly known as *Ettrick Forest*, and the pathetic song 'The Flowers of the Forest' refers to the losses of the Selkirk contingent at the battle of Flodden. — Coaches ply from Selkirk every Tues., Thurs., and Sat. in summer through the lovely and much besung valley of the *Yarrow*, which joins the Ettrick above the town, to (15 M.) *St. Mary's Loch (fare 3*s*., return 5*s*.. driver 1*s*.). On the way we pass (2 M.) *Philiphaugh*, where Leslie and the Covenanters defeated Montrose in 1645; *Bowhill*, the seat of the Duke of Buccleuch, and the ruined *Newark Tower* (these both on the opposite bank of the river); (4 M.) *Foulshiels*, with a ruined cottage in which Mungo Park (1771-1805) was born; (9 M.) *Yarrow Church*; the (12½ M.) *Gordon Arms Hotel* at the junction of the road from Innerleithen (see below); (14½ M.) *Dryhope Tower* (to the right), near the beginning of the loch; and (16½ M.) the *Rodono Hotel* (D. 3*s*.), on the W. bank. The usual goal of the excursion, *Tibbie Shiels's Inn*, is at the S. end of the lake, 1 M. farther on, near which a statue of *James Hogg* (1770-1835), the 'Ettrick Shepherd', has been erected. On the same days coaches run from Selkirk to (21 M.) *Tibbie Shiels's* and (22 M.) the *Rodono Hotel* by the valley of the *Ettrick* and the *Tushielaw Burn*, returning by the above route. From the Rodono Hotel the excursion may be continued through *Moffat Dale*, passing the fine waterfall called the **Grey Mare's Tail*, to (15 M.) *Moffat* (p. 520), by coaches running in connection with the Selkirk coaches (see above).

From Galashiels to Peebles, 18½ M., railway in ¾ hr. At (3½ M.) *Clovenfords* (Clovenfords Hotel, R. 2*s*. 6*d*.-3*s*., D. 2*s*. 6*d*.), above the junction of the *Gala* and *Tweed*, are *Thomson's Vineries*, which provide the London market with immense quantities of grapes. On the other side of the Tweed is *Ashiestiel*, the house where most of 'Marmion' and the 'Lay' was written. Beyond (6 M.) *Thornilee* we pass the ruined *Elibank Tower*, on the left. — 10 M. *Walkerburn*. — 12 M. Innerleithen *(St. Ronan's; Traquair Arms)*, a small watering-place with mineral springs, a pump room, etc., is the original of 'St. Ronan's Well'. — About 1 M. to the S. is *Traquair House*, supposed to be the 'Tullyveolan' of 'Waverley', with a very ancient ower. — 15 M. *Cardrona*.

18½ M. **Peebles** *(*Hotel-Hydro*, pens. from 10*s*.; *Tontine; Cross Keys)* an ancient town with 5800 inhab. prettily situated on the Tweed. The old castle has disappeared, but the towers of two venerable churches still stand. Peebles was the native place of *William* (1800-83) and *Robert* (1802-71) *Chambers*, whose name is commemorated in the *Chambers Institute* (adm. 3*d*.), presented to the town by the elder brother. Part of it belongs to

the old mansion of the Queensberry family and dates from the 16th century. The *Cross Keys* is believed to be the prototype of Meg Dods's 'Cleikum Inn' in 'St. Ronan's Well'. — About 1 M. to the W. are the ruins of *Neidpath Castle*, finely situated on the Tweed (°View from the top). About 3½ M. farther on, on the S. side of the Tweed, near the farm of *Woodhouse*, is the '*Black Dwarf's Cottage*'. — Many other pleasant excursions may be made from Peebles, and the streams in the vicinity afford good fishing. — From Peebles we may go on to (27 M.) *Edinburgh* by train viâ *Leadburn* and *Eskbank* (see below).

The train now ascends the valley of the *Gala Water*. From (384 M.) *Fountainhall* a light railway runs viâ *Oxton* to (10½ M.) *Lauder*, where Archibald Douglas, Earl of Angus, surnamed 'Bell the Cat', seized and hanged Cochrane, favourite of James III. (1482). Beyond (390 M.) *Tynehead*, where we reach the highest point (900 ft.) of this part of the line, we pass the ruins of *Crichton Castle* (15th cent.) on the right and *Borthwick Castle* (1430; with room occupied by Queen Mary and Bothwell) on the left. — 393 M. *Fushiebridge*. — 394 M. *Gorebridge*. To the left are *Dalhousie Castle* (12th cent.; much altered and enlarged) and *Cockpen*. Near (397 M.) *Dalhousie* is *Newbattle Abbey*, the fine seat of the Marquis of Lothian; in the grounds is the largest beech in the kingdom, 33 ft. in girth. 398 M. *Eskbank*, the station for *Dalkeith* (p. 535). *Arthur's Seat* (p. 530) comes into sight on the left.

403 M. **Portobello** *(Brighton; Royal; Marine Temperance)*, the Margate of Edinburgh, in which it is now included, with extensive sands, a promenade-pier (1*d.*; band on Sat. in summer), and the *Marine Gardens* (adm. 6*d.*), a pleasure-resort offering various amusements. — We here join the East Coast Route (R. 64b), skirt the base of the *Calton Hill* (p. 531), with the castellated *Prison*, and enter the *Waverley Station* at —

406 M. **Edinburgh** (see R. 66).

b. Viâ York, Newcastle, and Berwick.

GREAT NORTHERN, NORTH EASTERN, and NORTH BRITISH RAILWAYS ('East Coast Route') from *King's Cross* to (395 M.) *Edinburgh* in 8-10¼ hrs.; to (442 M.) *Glasgow* in 9¼-12 hrs.

From London to (337½ M.) *Berwick*, see R. 52. — Beyond Berwick the line skirts the coast, turning inland at (343 M.) *Burnmouth*, a picturesque fishing-village, whence a branch-line diverges to (3 M.) *Eyemouth* (Cross Keys), a busy little fishing-town, with 2570 inhabitants. — 345 M. *Ayton*. — 349 M. **Reston** *(Wheatsheaf)* is the junction of a line to *Duns* and *St. Boswells* (comp. p. 514).

Near the coast, 3½ M. to the N.E. of Reston (omn. 1*s.*), is the village of *Coldingham* (New Inn), with the Transition Norman ruins of a Benedictine priory, founded in 1098. From Coldingham we may proceed to the N. to (2½ M.) °St. Abb's Head, a bold rocky promontory, rising 310 ft. above the sea. On it are a *Lighthouse* and a ruined *Church* (14th cent.). — About 3½ M. farther up the coast are the scanty ruins of °*Fast Castle*, perched upon a precipitous cliff that has been identified with the 'Wolf's Crag' of the 'Bride of Lammermoor'. Walkers who have come thus far may go on to rejoin the railway at (7 M.) *Cockburnspath* (p. 518).

Beyond Reston the train follows the course of the *Eye*. 354 M. *Grant's House* (inn). Beyond (358½ M.) *Cockburnspath* (inn) we again reach the sea. 361 M. *Innerwick*. Farther on we cross the *Broxburn*, where Cromwell defeated the Scots at the Battle of Dunbar (1650).

366 M. **Dunbar** (*Royal; Bellevue*, R. from 4*s*. 6*d*., D. 4*s*.; *George; Kerridge's Private Hotel*), a seaport and fishing-station, with 3600 inhab., is visited as a summer-resort and has good golf-links. The scanty ruins of the old *Castle*, which plays a prominent rôle in Scottish history, stand on a crag immediately above the harbour, and command a fine view.

Beyond Dunbar we have a good view to the right of the Bass Rock (see below), North Berwick Law (see below), and the Isle of May (see below). About 3 M. to the N. E. of (371½ M.) *East Linton* is *Tyninghame House*, the seat of the Earl of Haddington, surrounded by finely-wooded grounds, which are open to the public on Saturday.

377 M. *Drem* is the junction of the short line viâ *Dirleton* (see below) to (5 M.) **North Berwick** (**Marine*, R. from 4*s*. 6*d*., D. 5*s*.; *Royal*, at the station; *Tantallon*, at the East Links; *Private Hotels* and *Lodgings*), a very favourite seaside-resort, rivalling St. Andrews (p. 566). Its attractions include a good sandy beach, picturesquely interspersed with rocks, admirable but crowded golf-links, and a neighbourhood which affords many pleasant excursions. At the back of the town rises *North Berwick Law* (612 ft.), which commands a delightful view. Off the coast are several rocky islands, the most important of which is the *Bass Rock* (see below). In a field near the station are the ruins of a *Cistercian Monastery* (1216). North Berwick is within ¾ hr. of Edinburgh by quick through-trains, and excursion-steamers ply to and from Leith in summer. Pop. 2780.

Excursions. A motor omnibus runs ten times daily from the station to (40 min.; fare 1*s*.) *Aberlady* (p. 519) viâ (2 M.) *Dirleton* (4*d*.) and *Gullane* (8*d*.; p. 519). *Dirleton*, one of the prettiest of Scottish villages, has a ruined *Castle* (adm. daily, 6*d*.).

To the E. (2½ M.) is *Canty Bay* (hotel), the starting-point for a visit to the Bass Rock, which lies 1½ M. from the shore (steam-launch 10*s*.; fishing-boat less). The **Bass Rock**, which rises abruptly from the sea to a height of 320 ft., is the haunt of myriads of solan geese and other sea-birds. On it are a new *Lighthouse* (1902) and the ruins of an old *Castle*, formerly used for the confinement of English prisoners and afterwards of Covenanters. The landing is difficult except in calm weather. — On the coast, about ½ M. beyond Canty Bay, are the ruins of **Tantallon Castle** (adm. daily 9-6, Sun 2-6, 6*d*.), a stronghold of the Douglases, the romantic situation and appearance of which are most accurately described in 'Marmion'. *Tyninghame Woods* (see above) are 3½ M. beyond Tantallon. — Excursion steamers ply in summer to (10 M.) the *Isle of May*, on which is a lighthouse.

382 M. *Longniddry* is the junction of a line to (4½ M.) **Haddington** (*George; Black Bull*), a small town (5000 inhab.) on the *Tyne*, with an important grain-market. The *Knox Institute* commemorates the fact that John Knox was born in the suburb of

Giffordgate in 1505. Mrs. Carlyle (Jane Welsh; d. 1866), another native of Haddington, is buried in the churchyard.

Another short branch-line runs from Longniddry to *Aberlady*, *Luffness*, and *Gullane* (Bisset's, R. from 3*s*., D. 3*s*. 6*d*.; Marine, R. 4*s*. 6*d*., D. 3*s*. 6*d*.), with five admirable golf-links within a radius of 3½ M.

Just before reaching (385½ M.) *Prestonpans* we pass, to the right, the field of Prestonpans, where Prince Charles Stuart defeated the Royalists in 1745. The monument to the left, close to the line, commemorates Col. Gardiner, who fell in the battle. Prestonpans takes its name from its salt-pans, and has given name to a light table-beer. Prestonpans is the station also for *Tranent* and the fishing-village of *Cockenzie*. — A little farther on we pass the scene of the battle of *Pinkie* (1547; to the left). 388½ M. *Inveresk*. — 390½ M. *New Hailes*.

New Hailes is the junction of a short line to (1½ M.) **Musselburgh** (*Musselburgh Arms*), a small seaport, much frequented by Edinburgh golfers. Horse-races are held here in autumn. To the W. of Musselburgh is the fishing-village of *Fisherrow*, which extends nearly to *Joppa* and *Easter Duddingston* (hotel, see p. 524), suburbs of Portobello (p. 517).

Another short line runs from New Hailes to *Smeaton*, *Ormiston* (with an old cross), *Winton*, and (7 M.) *Macmerry*, near Tranent (see above). At Ormiston a light railway diverges for *Pencaitland*, *Saltoun*, *Humbie*, and *Gifford*.

At (392 M.) *Portobello* we join the Waverley Route (R. 64a). 395 M. **Edinburgh**, see R. 66.

c. Viâ Crewe and Carlisle.

L. & N.W. and Caledonian Railways ('West Coast Route') from *Euston Station* to (400 M.) *Edinburgh* in 8¼-12½ hrs.; to (401 M.) *Glasgow* in 8¼-12½ hrs.

From London to (172½ M.) *Acton Bridge*, see R. 44a; thence to (194 M.) *Wigan*, see p. 370; and thence to (299 M.) *Carlisle*, see R. 47. The train runs towards the N.W. Near (306 M.) *Floriston* it crosses the *Esk* and enters the 'Debatable Ground'. View to the left of the *Solway Firth*. — 308½ M. *Gretna* (comp. p. 521).

From Gretna to *Dumfries* and *Stranraer*, see R. 65.

We now cross the *Sark* and enter Scotland. 313 M. *Kirkpatrick*; 317 M. *Kirtle Bridge*, the junction of a branch to (5½ M.) *Annan* (p. 521). At *Kirkconnell*, 2½ M. to the N., is the grave of 'Helen of fair Kirkconnell Lee'. — 320 M. **Ecclefechan** (*Inn*, plain), a small village in a somewhat bleak district, taking its name from the Irish St. Fechan (6th cent.), contains the birth-house and grave of *Thomas Carlyle* (1795-1881). The house (small fee), on the right side of the village-street as we come from the station, is distinguished by the archway leading through it; it contains several interesting memorials and relics of Carlyle. Travellers by the fast trains, who wish to visit Ecclefechan, alight at Lockerbie.

About 3 M. to the N. is the hill of *Birrenswark* (920 ft.; view), with interesting earthworks (probably Roman) and British (?) forts.

326 M. **Lockerbie** (*King's Arms*; *Blue Bell*; *Rail. Rfmt. Rooms*, temperance), a small town with 2400 inhabitants.

A branch-line runs hence to (14 M.) *Dumfries* (p. 521) viâ (4 M.) **Lochmaben** *(Commercial Hotel)*, prettily situated in the vicinity of seven lochs. Lochmaben contains a statue of Robert Bruce, who owned the now ruined *Castle* (13th cent.) on the banks of the *Castle Loch*, 1 M. to the S.S.E. The vendace is a small fish peculiar to this loch.

340 M. *Beattock* (Rail. Rfmt. Rooms, temperance) is the junction for (2 M.) **Moffat** *(Buccleuch Arms; Annandale Arms*, R. 3*s.* 6*d.*, D. 3*s.*-3*s.* 6*d.*, well spoken of; **Hydropathic; Lodgings)*, a small town with 2150 inhab. (doubled in the season), on the *Annan*, and one of the chief inland watering-places of Scotland. Omnibuses ply daily to the sulphureous-saline *Wells* (625 ft.; fare 6*d.*), which lie 1¼ M. from the town and about 300 ft. above it, and to the beautifully situated *Golf Course* (3*d.*), 1 M. in the opposite direction.

The Environs of Moffat are pretty and afford several pleasant excursions, among the most popular being those to (1 M.) *Gallow Hill*, the wooded height to the N. of the town; *Hartfell Spa*, 4¼ M. to the N.; the *Devil's Beef Tub* (which figures in 'Redgauntlet'), 5 M. to the N.; *Beld Craig*, a wooded glen with a 'linn', or waterfall, 3½ M. to the S.E.; the (1½ M.) *Meeting of the Waters* (the *Annan*, the *Moffat Water*, and the *Evan*); *Garple Glen*, 3 M. to the S.; *Lochwood Oaks*, 6 M. to the S.E.; and *Raehills*, 8 M. to the S.E. — Coaches ply thrice weekly to (16 M.) *St. Mary's Loch* (passing the *Grey Mare's Tail*) in connection with the Selkirk coaches (comp. p. 516; fare 3*s.*, return 5*s.*, driver extra).

Beyond Beattock we climb a steep gradient to *Beattock Summit*, the highest point of the line (1014 ft.), and then begin to descend into *Clydesdale*. The infant *Clyde* is crossed at (352½ M.) *Elvanfoot*, whence a light railway runs to *Leadhills* and *Wanlockhead*, with lead and silver mines. Leadhills, the highest inhabited spot in Scotland (1400 ft.), was the birthplace of Allan Ramsay (1686-1758; see p. 532). — From (366½ M.) *Symington*, the best station for an ascent of *Tinto Hill* (2335 ft.; view), a branch-line diverges to (3 M.) *Biggar* and (19 M.) *Peebles* (p. 516).

At (373½ M.) **Carstairs Junction** *(Rail. Rfmt. Rooms)* the Caledonian Railway forks, the W. branch going on to Glasgow, and the E. arm to Edinburgh. Those bound for the *Falls of Clyde* change carriages here for (4½ M.) *Lanark* (p. 542).

The chief stations on the Glasgow line, which traverses an iron and coal district, are (8½ M.) *Carluke*, (10½ M.) *Law Junction*, where trains for the North diverge, (13½ M.) *Wishaw (South Station)*, (16 M.) *Motherwell* (Royal), the junction of lines to *Hamilton* (p. 541) and *Whifflet* (for Airdrie and Coatbridge), (20 M.) *Uddingston* (p. 537), and (25½ M.) *Rutherglen*. — 27 M. *Glasgow* (Central Station), see p. 537.

The Edinburgh line turns to the right (N.). 375 M. *Carnwath*. Beyond (379½ M.) *Auchengray* the train skirts the N. slopes of the *Pentland Hills*. To the right, at (383½ M.) *Cobbinshaw*, is the large reservoir (880 ft.) of the Union Canal. At (391 M.) *Midcalder* we join the direct line from Glasgow to Edinburgh viâ *Holytown* (p. 537). Mineral oil-works abound in this district. 395½ M. *Currie Hill*. Farther on *Corstorphine Hill* (p. 535) comes into sight on the left, and *Arthur's Seat* (p. 530) on the right. 398½ M. *Slateford*; 399¼ M. *Merchiston*.

400 M. **Edinburgh** (Caledonian Station), see R. 66.

d. By Sea.

The steamers of the London & Edinburgh Shipping Company leave the *Hermitage Wharf, Wapping*, every Tues., Wed., and Sat. for *Leith* (p. 534); those of the General Steam Navigation Co. leave *Irongate and St. Katharine's Wharf* every Wed. and Sat. for *Granton* (p. 535). Fares in each case 22*s.*, 16*s.* (food extra); duration of voyage about 30-36 hrs.

The steamers of the Carron Company ply on Mon., Wed., & Sat. from the *Carron and London and Continental Wharves* to *Grangemouth* (22*s.*, 16*s.*), for *Glasgow* (26*s.*, 24*s.*, 17*s.* 6*d.*) and the West of Scotland, and on Frid. to *Borrowstounness* (22*s.*, 16*s.*) for *Edinburgh*. The steamers sail up the Forth and under the *Forth Bridge* (p. 565).

Steamers of the Clyde Shipping Company leave *St. Katharine Dock* every Tues., Thurs., Frid., and Sat. for *Greenock* and *Glasgow* (30*s.*, 12*s.* 6*d.*; in about 72 hrs.), viâ the S. of England and the Irish Channel.

These routes may be recommended to leisurely travellers in fine weather. Circular Tour Tickets are issued, permitting the journey to be made in one direction by the E. coast and in the other direction by the W. coast.

65. From Carlisle to Dumfries and Stranraer.

106 M. Railway in 2½-4½ hrs. (17*s.* 8*d.*, 8*s.* 0½*d.*). Through sleeping-cars run from London (Euston and St. Pancras) to *Stranraer*.

From Carlisle to (9½ M.) *Gretna*, see p. 519. Our line here turns to the left. 10½ M. *Gretna Green*, formerly celebrated for its runaway marriages of couples from beyond the Border, the ceremony being generally performed by the village blacksmith. — 18 M. **Annan** (*Buck; Queensberry; Central*, at the station), a small town with 4300 inhab., was the birthplace of the *Rev. Edward Irving* (1792-1834), to whom a statue has been erected.

A line runs to the S. from Annan, across the *Solway*, to join the Carlisle and Maryport Railway (p. 416). — To *Kirtle Bridge*, see p. 519.

25 M. *Ruthwell*. About 1¾ M. to the S. of the station, in the church, is a **Runic Cross*, the inscription on which is said to be the earliest piece of written English extant. It dates from the 7th cent., and after being broken in the 17th cent., was restored in 1802.

33 M. **Dumfries** (**Station*, R. from 3*s.* 6*d.*, D. 4*s.* 6*d.*; *King's Arms; Commercial*, with a room in which Prince Charles spent a night in 1745, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*; *Woodbank Mansion Hotel*, well spoken of; *Rail. Rfmt. Rooms*), the chief town in S.W. Scotland, with 17,000 inhab., is situated on the *Nith*. A conspicuous building is *New Greyfriars Church*, occupying the site of the old castle. Close by lay the Greyfriars Monastery, in the church of which Bruce slew the Red Comyn (1306). Adjacent is the *Burns Monument*, erected in 1882. *Burns's House* (adm. 3*d.*), in which he died (21st July, 1796), is in Burns St., a lane leading out of St. Michael Street, next to the Industrial School, on which are a bust and inscription. His grave in the churchyard of *St. Michael's* is covered by a *Mausoleum* (adm. 3*d.*), in a tasteless classical style. The *Globe Inn* (entr. by 44 High St.), a favourite resort of the poet, contains his

chair and lines cut by him with a diamond on the window. The old town-buildings, with a tower of 1707, are known as the *Mid-Steeple*. The *Old Bridge* (13th cent.) and the handsome *New Bridge* connect the town with the suburb of *Maxwelltown*, in which is the *Observatory* (adm., 6*d*., Sat. 3*d*.; view), containing a small museum.

Environs. Crossing the New Bridge, taking the first turn to the right, and following the road to the N. (or the longer footpath by the river), we reach (1½ M.) **Lincluden Abbey**, prettily situated at the confluence of the *Cluden* and the *Nith*. The Abbey (adm. 3*d*.), a Benedictine house, was founded in the 12th cent., but the present remains are chiefly of a later date (14-15th cent.). The walk may be continued up the *Cluden* to (3 M.) *Irongray* (see below). — On the estuary of the Nith, 4½ M. to the S. of Dumfries, is *Glencaple* (Nith; Ship), the 'Portanferry' of 'Guy Mannering', a small watering-place, and 3 M. farther, on the *Solway*, is **Caerlaverock Castle** (the 'Ellangowan' of 'Guy Mannering'), an ancient stronghold of the Maxwells (Earls of Nithsdale), dating in its present form mainly from the 15th cent. (adm. 6*d*.). Caerlaverock churchyard, 2 M. to the N. of the castle, contains the grave of 'Old Mortality' (R. Paterson). — Another charming excursion may be taken to (7½ M.) **New or Sweetheart Abbey**, to the W. of the Nith estuary. The abbey was founded in 1275 by Devorguilla Balliol, and derives its name (*douce cœur*) from the fact that she had the heart of her husband John Balliol (see p. 253) buried here in her own tomb. This excursion may be combined with the preceding by crossing the ferry (1*d*.) from (2½ M.) *Woodside* to Glencaple (see above). From Sweetheart Abbey walkers may go on to (3½ M.) the top of Criffel (1866 ft.; *View).

From Dumfries to Moniaive, 17½ M., Cairn Valley Light Railway in 1 hr. — 5 M. *Irongray*, the churchyard of which contains the grave of Helen Walker, the original of 'Jeanie Deans', marked by an inscription by Sir Walter Scott. About ⅓ M. to the N.W. is an interesting *Covenanters' Monument*. — 7½ M. *Newtonairds*; 8¾ M. *Stepford*. — At (10½ M.) *Dunscore* a modern monument marks the grave of Sir Robert Grierson of Lag, the original of 'Sir Robert Redgauntlet' in Scott's novel. A carriage may be hired here for the drive to (5 M. to the W.) **Craigenputtock**, the lonely moorland farmhouse in which Carlyle lived for six years (1828-34) and wrote 'Sartor Resartus', and where he was visited by Emerson and Lord Jeffrey. — 13½ M. *Crossford*; 15¼ M. *Kirkland*. — 17½ M. *Moniaive* (Craigdarroch Arms) lies 7 M. to the S.W. of Thornhill (see below).

From Dumfries to Glasgow, 92 M., railway in 1¾-3 hrs. (fares 18*s*. 8*d*., 6*s*. 8½*d*.). — Soon after leaving Dumfries we have a view of *Lincluden Abbey* (see above) to the left. On the same side, 3-4 M. farther on, is the white farm-house of *Ellisland*, where Burns wrote 'Tam o' Shanter'. — 14½ M. *Thornhill* (Buccleuch Arms) contains a monument to Joseph Thomson (1858-95), the African explorer, a native of the town. In the vicinity are (8½ M.) *Drumlanrig Castle* (castle and grounds open 10-5 on Tues. & Frid.) and (3 M.) *Crichope Linn*. — 26½ M. *Sanquhar* (Queensberry Arms), with a ruined castle. A monument marks the site of the old Cross to which the 'Sanquhar Declarations' were affixed by the Covenanters Richard Cameron, in 1680, and James Renwick, in 1685. — 37 M. *New Cumnock*; 42½ M. *Old Cumnock*, the junction of branches to Ayr (p. 544) on the left, and viâ *Muirkirk* to Lanark (p. 542) on the right. The train crosses a lofty viaduct over the *Lugar*, celebrated by Burns. 44½ M. *Auchinleck*, with the mansion of the Boswell family. — 49 M. **Mauchline** (*Loudoun Arms*), where Burns married Jean Armour, is the junction of another line to Ayr and of a branch to (8½ M.) *Catrine* (Burns Hotel). Burns spent several of the most important years of his life at Mauchline and at the farm of *Mossgiel*, 1½ M. to the N., and wrote here many of his best-known poems. The 'Braes of Ballochmyle' are 1½ M. to the S.E. of Mauchline.

58½ M. **Kilmarnock** (*George*, R. 3*s*. 3*d*.), a busy manufacturing town of (1901) 34,161 inhab., possesses an elaborate monument to Burns (adm. 2*d*.), with a museum of relics, including MSS. of several of the poet's

best-known poems and all the editions of his works hitherto published. The first edition of Burns's poems issued from the press at Kilmarnock in 1786. Branch-lines diverge here to *Ayr* viâ *Troon* (p. 544), to *Irvine* (p. 544), and to *Darvel* and *Strathaven*. — The expresses hence to Glasgow run by *Barrhead*, the slow trains by *Dalry* (see below). — 92 M. **Glasgow** (*St. Enoch's Station*), see p. 587.

Beyond Dumfries the Stranraer line crosses the Nith, and, entering the Stewartry of Kirkcudbright, runs towards the S. — 47½ M. *Dalbeattie* (Maxwell Arms), a pleasant little town (3650 inhab.), with large granite-quarries and works. — 53 M. **Castle Douglas** (**Douglas Arms*), the chief town of *Galloway*, with 3000 inhab., lies on the N. side of *Carlingwark Loch*.

Excursions may be made to (2½ M.) *Threave Castle*, a stronghold of the Black Douglas, on an island in the Dee; to (8 M.) *Auchencairn* (omn. four times weekly; 1*s.*), etc.

A branch-line runs to the S. to (10 M.) Kirkcudbright, pron. Kircoobry (*Royal*, R. or D. 3*s.* 6*d.*; *Selkirk Arms*), a clean little town (2400 inhab.), at the head of the estuary of the *Dee*. About ½ M. to the S. is *St. Mary's Isle* (adm. on application at the lodge), now a peninsula, with a heronry. About 6 M. to the S.E. is **Dundrennan Abbey*, founded about 1142 (key at a cottage near the inn). A coach (1*s.* 6*d.*) plies twice daily from Kirkcudbright to (8½ M.) *Gatehouse of Fleet* (Murray Arms), a prettily-situated little town, whence another coach goes on to (12 M.) *Creetown* (see below), passing near the monument of *Samuel Rutherford* (ca. 1600-61), *Anwoth Church*, of which he was minister, *Cardoness Castle*, and *Barholme Tower*, regarded by some as the original of 'Ellangowan' (comp. p. 522). — From Gatehouse of Fleet to Dromore, see below.

From (59½ M.) *Parton*, at the foot of *Loch Ken*, an omnibus (1*s.* 6*d.*) runs to (9 M.) *Balmaclellan*. — 62 M. *New Galloway*; the town lies 5 M. to the N. (omn. four times a day). The omnibus goes on thrice daily to (4 M.) *Dalry* (Lochinvar Arms), a favourite angling-resort, and once to *Carsphairn*. From (72 M.) *Dromore* an omnibus runs twice daily to (6 M.) *Gatehouse of Fleet* (see above); 77 M. *Creetown* (Barholme; Ellangowan), on the E. shore of *Wigtown Bay*. — 82½ M. **Newtown Stewart** (*Galloway Arms*, R. 3*s.*; *Crown*; *Grapes*), with 2200 inhab., prettily situated on the *Cree*, is a convenient centre for excursions to (13 M.) **Loch Trool*, etc.

From Newtown Stewart to Whithorn, 19 M., branch-line in 48-72 minutes. — 7 M. Wigtown (*Galloway Arms*) is a small town (1400 inhab.) on the W. bank of Wigtown Bay. On a commanding site at the entrance to the town is the *Martyrs' Memorial*, commemorating *Margaret MacLachlan* (aged 63) and *Margaret Wilson* (a girl of 18), two Covenanters who were tied to stakes on the beach and drowned by the rising tide of the Solway in 1685. They are buried in the parish-churchyard. — From (11 M.) *Whauphill* an omnibus plies thrice daily to (1-1½ hr.) *Port William*, on Luce Bay, and thence twice weekly to Glenluce (see below). 15 M. *Millisle* is the junction for (1 M.) *Garlieston* (inns). — 19 M. Whithorn (*Grapes*) possesses a ruined *Priory Church*, believed to occupy the site of the earliest Christian church in Scotland, built by St. Ninian (366-432). At *Isle of Whithorn*, 3¾ M. to the S. (omnibus daily; fare 1*s.*), is another ruined chapel of St. Ninian.

Near (96 M.) *Glenluce* are the remains of *Luce Abbey* (12-13th cent.). View across *Luce Bay* to the *Mull of Galloway*. 99½ M. *Dunragit* (p. 545). — 102½ M. *Castle Kennedy*, with *Loch Inch Castle*, the seat of the Earl of Stair, and the ruins of Castle Kennedy.

The *Grounds of Castle Kennedy (open on Wed. & Sat.) are remarkable for their variety of coniferous trees and their 'Dutch Garden'.

106 M. **Stranraer** (*George*, R. 4*s*., D. 3*s*. 6*d*.; *King's Arms*, R. from 3*s*. 6*d*., D. 4*s*.; *Meikle's*, R. from 3*s*., D. 4*s*.), a thriving little seaport (6000 inhab.), at the head of *Loch Ryan*, the steamers from which afford the shortest sea-passage to Ireland (to Larne, 2 hrs.). Pleasant excursions may be made in the *Rhinns of Galloway*, the peninsula on which Stranraer lies. The railway goes on to (7 M.) *Portpatrick* (Portpatrick Hotel, R. from 3*s*., D. 4*s*., well spoken of; Downshire Arms, pens. 7*s*. 6*d*.).

From Stranraer to *Girvan*, *Ayr*, and *Glasgow*, see R. 68.

66. Edinburgh.

Railway Stations. 1. *Waverley Station* (Pl. E, 4), of the North British Railway, at the E. end of Princes St., for trains to *London* (viâ *Newcastle* and *York*, or viâ *Carlisle* and *Leeds*), to *Glasgow*, and to the N. (viâ Forth Bridge) and E. of Scotland. 2. *Caledonian Station* or *Princes St. Station* (Pl. C, 4), at the W. end of Princes Street, for trains to *London* viâ *Carlisle* and *Crewe*, to *Liverpool* and *Manchester*, to *Glasgow* and *Greenock*, and to the S. and S.W. of Scotland. 3. *Haymarket Station* (Pl. A, b), a second station of the N.B.R., where almost all the trains to and from the W. stop.

The **Suburban Railway** runs from *Leith Central Station* to *Pershill*, *Waverley Station*, *Portobello*, *Duddingston & Craigmillar*, *Newington*, *Blackford Hill*, *Morningside Road*, *Craiglockhart*, *Gorgie*, *Haymarket*, *Waverley Station*, *Abbeyhill*, and Leith (Central). — Local trains run from the *Caledonian Station* to *Dairy Road*, *Murrayfield*, *Craigleith* (junction for *Davidson's Mains* and *Barnton*), *Granton Road*, *Newhaven*, and *Leith*.

Hotels. *North British Station Hotel, Waverley Station; *Caledonian Station Hotel, at the W. end of Princes St., R. from 5*s*. 6*d*., L. 3*s*., D. 5*s*.; *Carlton, 1 North Bridge St., R. 4*s*., B. or L. 2*s*. 6*d*., D. 3*s*. 6*d*. In *Princes Street*, to the W. of the Waverley Station: *Royal (Pl. a; D, 3), No. 53, R. from 5*s*., D. 5*s*.; *Balmoral (Pl. b; D, 4), No. 91; County Hotel, 21 Lothian Road; Rutland (Pl. m; C, 4), Rutland St. Charges at most of these: R. from 4*s*. or 5*s*., B. 2*s*. 6*d*. 3*s*., D. 4*s*.-5*s*. 6*d*. — Royal British (Pl. v; E, 3), 20 Princes St., to the E. of the Waverley Station, somewhat cheaper, commercial. — *Private Hotels* ('pens'. 10-12*s*.): Bedford, 83 Princes St. (Pl. D, 4), R. from 4*s*., D. 4*s*. 6*d*.; Roxburghe (Pl. n; C, 4), 38 Charlotte Sq., quiet, R. or D. from 3*s*. 6*d*.; Vernon (Pl. p; C, 3), 127 George St.; Maitland, 33 Shandwick Place, quiet; Queen, 2 St. Colme St. — *Commercial Hotels:* Imperial (Pl. l; E, 4), 19 Market St., near the Waverley Station, R. or D. from 3*s*.; George (Pl. u; D, 3), 21 George St.; Milne (Pl. w; E, 3), 145 Leith St., R. 3*s*.; Adelphi, 59 Cockburn St.; Old Ship (Pl. y; E, 3), 7 East Register St., R. 3*s*. 6*d*., D. 3*s*. 6*d*., unpretending. — *Temperance Hotels:* *Old Waverley (Pl. q; E, 3), 43 Princes St., R. & B. 5*s*.; New Waverley (Pl. s; E, 3), R. & B. 5*s*., Darling's Regent (Pl. t; E, 3), R. from 3*s*., both in Waterloo Pl.; Castle-Central, 121b Princes St.; Palace, 1 Castle St.; Cockburn (Pl. r; E, 4), 1 Cockburn St., R. from 2*s*. 6*d*., commercial; St. Andrew, 10 South St. Andrew's St., R. from 2*s*. 6*d*.; Hogg's, 2 Hunter Square, opposite the Tron Church, unpretending; Crown, West Register St. — Braid Hills Hotel, ¾ M. beyond Morningside Road Station (see above; tramway), pens. 10*s*.; Barnton Hotel, at Barnton Station (p. 536); Queen's Bay, Easter Duddingston (p. 519). — Edinburgh Hydropathic, 2½ M. to the S.W. of Edinburgh, terms 8*s*. 6*d*. per day, 52*s*. 6*d*. per week.

Pensions. *Miss Grant*, 17 Hatton Place; *Mrs. Bain*, 4 Kilmaurs Terrace; *Miss Balfour*, 8 Royal Circus; *Miss Slight*, 59 Manor Place; *Mrs. Smellie*, 1 Saxe-Coburg Place; *Miss Sutherland Humphrey*, 23 Atholl Crescent; *Misses Knox*, 13 Great King St.; *Miss Latham*, 70 Thirlestane Road; *Lyon*, 10 Grosvenor St.; *Mrs. Low*, 36 Great King St.

A
B
C
D
Royal Botanic Gardens
Arboretum
Inverleith Public Park
Grange Cricket Ground
Edinburgh Academy
Scotland Street
Dean Cl.
Orphan Hospital
Caledonian Sta.
Haymarket Station
Synod Hall
Good Station
St Davids Ch.
Central Hall
Market
Dalry Cemetery
Glasgow
Queensferry Road
Douglas Gdns
Osborne Pl.
Palmerston Pl.
Rothesay Pl.
Melville Dr.
Queensferry St.
Princes St.
Lothian Rd.
Shandwick Pl.
Morrison St.
Fountainbridge
Gilmore Pl.
Gilmore Park
Leven St.
Bruntsfield Links
Meadow Bank
Braid Rd.
Comiston Rd.
Colinton Rd.
Ferry Rd.
Inverleith Row
Arboretum Pl.
Arboretum Ave.
Royal Botanic Garden
Public Library
Public Park
Ferries Ho.
Ferries College
Pentland Terr.
Boswall Pde.
Boswall Rd.
Granton Rd.
Pilton Dr.
Pilton Ave.
Crewe Rd.
Crewe Toll
Ferry Rd.
Drum Brae
Drum Brae Park
Craigleith Rd.
Craigleith Retail Park
Craigleith Hill
Craigleith Quarry
Comely Bank Rd.
Comely Bank Pl.
Comely Bank Ave.
Comely Bank Gr.
Dean Bridge
Dean Cemetery
Dean Path
Dean Terr.
Belgrave Cres.
Belgrave Pl.
Randolph Cres.
Randolph Pl.
Randolph Lane
Queen Street Gdns
Queen Street
George St.
Hanover St.
Rose St.
Princes St. Gdns
Princes Mall
Waverley Bridge
Waverley Sta.
Register House
St Andrew Sq.
Dundas St.
Howe St.
Heriot Row
Northumberland St.
Great King St.
Drummond Pl.
Broughton St.
Broughton Market
Picardy Pl.
Leith St.
Leith St. Terr.
Calton Hill
Regent Rd.
Regent Terr.
Carlton Terr.
Carlton Pl.
Royal Terr.
Royal Terr. Gdns
Abbeyhill
Abbeyhill Cres.
Abbeyhill Ho.
Holyrood Park
Holyrood Rd.
Holyrood Abbey
Holyrood Palace
Canongate
Canongate Ch.
Canongate Cemetery
Calton Rd.
Calton Hill Cemetery
Old Calton Burial Ground
Waterloo Pl.
Regent Bridge
North Bridge
South Bridge
Cowgate
Grassmarket
Victoria St.
Victoria Terr.
Bank St.
Mound
Mound Pl.
Lothian Rd.
Lothian Rd. Ch.
Castle Terr.
Castle Hill
Castle Esplanade
Castle Rock
Ramsay Gdns
Johnston Terr.
Lawnmarket
High St.
Cockburn St.
Jeffrey St.
Forrest Rd.
Forrest Hill
Greyfriars Ch.
Greyfriars Kirkyard
Greyfriars Bobby
Candlemaker Row
George IV Bridge
Chambers St.
Museum of Scotland
Royal Museum
Nicolson St.
Nicolson Sq.
Surgeons Hall
Infirmary St.
Drummond St.
Potterrow
Bristo Pl.
Bristo Sq.
Bristo Port
Teviot Pl.
Teviot Row
Old College
New College
Mound Pl.
Lauriston Pl.
Lauriston Gdns
Lauriston Castle
Ferry Rd.
Ferry Rd. Drive
Ferry Rd. Gdns
Ferry Rd. Terr.
Pilrig St.
Pilrig Park
Leith Links
Leith Docks
Leith Dock Commission
Victoria Dock
Albert Dock
Imperial Dock
Western Harbour
Eastern Harbour
Newhaven Harbour
Newhaven Pier
Granton Harbour
Granton Pier
Granton Sta.
Granton Gas Works
Granton Castle
Granton Ho.
Granton Square
Granton Mains
Granton Mains Ho.
Granton Mains Farm
Granton Mains Steading
Granton Mains Cottages
Granton Mains Gdns
Granton Mains Park
Granton Mains Pl.
Granton Mains Terr.
Granton Mains Ave.
Granton Mains Rd.
Granton Mains Cres.
Granton Mains Dr.
Granton Mains Gr.
Granton Mains Wynd
Granton Mains Walk
Granton Mains Path
Granton Mains Bridge
Granton Mains Viaduct
Granton Mains Tunnel
Granton Mains Station
Granton Mains Goods Station
Granton Mains Signal Box
Granton Mains Level Crossing
Granton Mains Footbridge
Granton Mains Subway
Granton Mains Underpass
Granton Mains Overpass
Granton Mains Flyover
Granton Mains Interchange
Granton Mains Roundabout
Granton Mains Traffic Lights
Granton Mains Pedestrian Crossing
Granton Mains Zebra Crossing
Granton Mains Pelican Crossing
Granton Mains Puffin Crossing
Granton Mains Toucan Crossing
Granton Mains Pegasus Crossing
Granton Mains Equestrian Crossing
Granton Mains Cycle Track
Granton Mains Footpath
Granton Mains Bridleway
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Granton Mains Road
Granton Mains Street
Granton Mains Lane
Granton Mains Avenue
Granton Mains Drive
Granton Mains Crescent
Granton Mains Terrace
Granton Mains Place
Granton Mains Square
Granton Mains Gardens
Granton Mains Park
Granton Mains Green
Granton Mains Common
Granton Mains Moor
Granton Mains Hill
Granton Mains Valley
Granton Mains Glen
Granton Mains Burn
Granton Mains Water
Granton Mains Loch
Granton Mains Pond
Granton Mains Reservoir
Granton Mains Dam
Granton Mains Weir
Granton Mains Sluice
Granton Mains Culvert
Granton Mains Aqueduct
Granton Mains Tunnel
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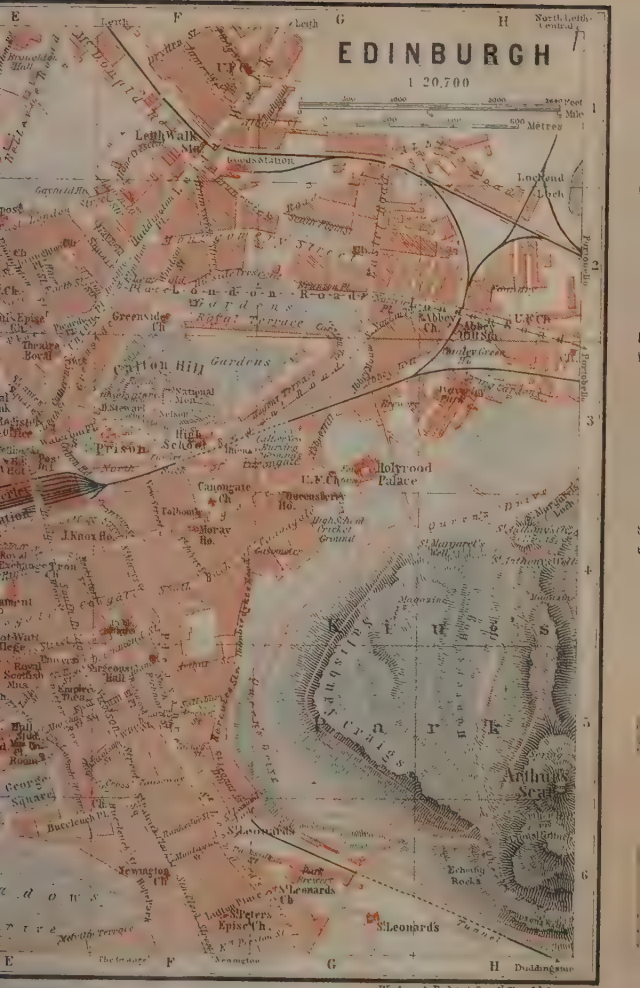
Granton Mains Aqueduct



Wagner & Debes' Geogl. Establt. Leipzig

Restaurants. *Ferguson & Forrester*, 129 Princes St., D. (6-10 p.m.) 3*s.*; *Royal British*, 18-19 Princes St.; *Daish*, 3 St. Andrew's St.; *Blair*, 37 George St. (these two also confectioners); *Café Royal*, 17 W. Register St.; also at many of the hotels mentioned on p. 521. — *Beer* may be obtained at most of these. '*Edinburgh Ale*', now little drunk, is sweet and heavy. *Wine* is generally dear: good at the bar of the *Bodega Co.*, 7 South St. Andrew's St.

Luncheon & Tea Rooms (no alcoholic liquors). **Edinburgh Café*, **Mackie, McVittie's, Guest', & Co.*, *Jenner*, Nos. 70, 108, 136, and 47 Princes St.; *Littlejohn*, 33 Leith St.

Confectioners. **Littlejohn*, *Blair*. **Mackie, McVittie's*, see above; *Macdowall*, 60 George St.; *Aitchison*, 77 Queen St.; *McVitie*, 24 Queensferry St.; *Ritchie*, 24 Princes St. (short-bread and other Scottish cakes at all these; ices in summer). **Fergusson* ('Edinburgh Rock' and other sweetmeats), 1 Melbourne Place, 144 Princes St., at the Waverley Steps, the Caledonian Station, etc.

Baths. *Turkish Baths*, 90 Princes St. (2*s.* 6*d.*) and 12 Stafford St.; *Corporation Baths*, with a swimming-basin, 18 Infirmary St. (Pl. F, 4), also in Caledonian Crescent, Glenogle Road, Warrender Park, and at Portobello.

Theatres. *Lyceum* (Pl. C, 5), 13 Grindlay St.; *Royal* (Pl. E, 3), Leith Walk; *King's*, Leven St. (Pl. C, 6). — **Music Halls.** *Empire Palace* (Pl. E, 5), 19 Nicolson St.; *New Pavilion*, Grove St.; *Grand Theatre*, St. Stephen St. — **Concerts** at the *Music Hall*, 54 George St.; *McEwan Hall* (p. 532); *Synod Hall* (Pl. C, 5), Castle Terrace; *Central Hall* (Pl. C, 5), Toll Cross; etc.

Cabs. TAXIMETER CABS. *Horse-cabs*, for 1 M. or ¼ hr. 2*s.*, each addit. ½ M. or 7½ min. 4*d.* *Motor-Cabs*, for 1 M. or ¼ hr. 1*s.*, each addit. ¼ M. or 2½ min. 2*d*. Each passenger beyond two, 6*d.* extra; bicycle 6*d.*; other packages carried outside 2*d.* each. — ORDINARY CABS. For 1-2 pers., 1½ M. 1*s.*, each addit. ½ M. 6*d.*; luggage above 100 lbs. 6*d.* extra. All the principal hotels are within the 1*s.* cab-fare from the Waverley and Caledonian Stations. By time: 2*s.* per hr.; drives in the environs 3*s.* per hr. Double fares at night (12 to 7). Fare and a half on Sun., if ordered at an office.

Cable Tramways (fares 1*d.*-5*d.*). The central point is the *Register House* (Pl. E, 3), whence lines radiate to *Newington* (Pl. F, 6) and *Nether Liberton*, *Morningside* (Pl. C, 6), *Braid Hills* (p. 534), *Gorgie*, *Murrayfield*, *Pilrig St.* (Pl. F, 1; change for electric cars to *Leith*), and *Portobello* (p. 517) and *Joppa* (p. 519; change for electric cars to *Musselburgh*, *Lewnhall*, *Prestonpans*, and *Port Seton*; 7 M. from Edinburgh, fare 7*d.*). — A circular tour, starting from the Register House, may be made round the S. half of the city viâ the *North* and *South Bridges*, *Newington*, *Morningside* (*Churchhill*: change cars), the *Lothian Road*, and *Princes St.* (fares 4*d.*; good view of the city from the top of the cars). — Cable Tramways run also from the foot of the *Mound* (Pl. D, 4) to *George IV. Bridge* (Pl. E, 4, 5), *Lawnston*, and *Toll Cross*; from *Toll Cross* to *Melville Drive* and *Marchmont Road* (Pl. D, 4); from *Hanover St.* (Princes St.; Pl. D, 4) to the *Botonic Gardens* and *Golden Acre*; from *Frederick Street* (Princes St.; Pl. D, 4) to *Stockbridge* (Pl. B, C, 2) and *Comely Bank*; and from *Canonmills* viâ *Gilmore Place* to *Craiglockhart*.

Motor-Omnibuses run from the Waverley Steps (Pl. E, 3) to *Loanhead*, *Penicuik*, *Uphall*, *Rosewell*, *Dalkeith*, *West Calder*, *Gorebridge*, the *Forth Bridge*, and other places in the environs. — Brakes ply to the *Forth Bridge* and *Queensferry* (fare 1*s.*; return on Sun. 3*s.*), *Roslin* (fare 1*s.*), etc.

City Guides, with badges, 6*d.* per hr., 3-5*s.* per day (unnecessary).

Post & Telegraph Office (Pl. E, 3), at the E. end of Princes St.

Steamers. From Leith (p. 531). To *London*, comp. p. 521; 2-3 times daily to *Aberdour*; daily in summer to *Stirling*; 4-6 times weekly in summer to *Aberdeen* (fares 7*s.*, 4*s.*); thrice weekly to *Dundee*; twice weekly to *Antwerp* (30*s.*), *Cromarty* (15*s.*), *Hamburg* (50*s.*), *Inverness* (10*s.*), *Kirkwall* (22*s.*), *Lerwick* (26*s.*), *Newcastle* (7*s.*), *Rotterdam* (30*s.*), *Thurso* (18*s.*), and *Wick* (13*s.*); once weekly to *Amsterdam* (21*.*), *Bergen* (3*l.* 7*s.* 6*d.*), *Bremerhaven* (2*l.* 10*s.*), *Christiansand* (3*l.* 3*s.*), *Copenhagen* (3*l.* 3*s.*), *Dunkirk*, *Stettin*, *Sunderland* (7*s.*), and *Hull* (10*s.*). Also excursion-steamers in summer to the *Forth Bridge*, *North Berwick*, the *Bass Rock*, the *Isle of May*, *Elie*, etc. — From Granton (p. 535). To *London*, comp. p. 521; to *Burntisland* (comp. p. 505) several times a day; *Copenhagen* (2*l.*), the *Faroe Isles* (3*l.*, return 5*l.*) and *Iceland* (5*l.*, return 8*l.*) once a month.

American Consul, *Rufus Fleming*, 8 York Buildings.

Principal Attractions. *Princes Street; Scott Monument; Castle; Lawnmarket, High St.*, and *Canongate; Holyrood; National Gallery; Calton Hill* (view); *St. Giles's; St. Mary's Episcopal Cathedral; Royal Scottish Museum;* the *Queen's Drive.* These points may all be visited in one long day (9-10 hrs.), but those who wish to see Edinburgh to advantage must devote at least 2-3 days to the town itself and 4-5 days to its environs.

Edinburgh, the capital of Scotland, and one of the most romantically beautiful cities in Europe, is finely situated on a series of ridges, separated by ravines, about 2 M. to the S. of the *Firth of Forth* (5-6 M. wide), of which charming views are obtained from the higher parts of the town. Perhaps no fairer or more harmonious combination of art and nature is to be found among the cities of the world, and even the buildings of little or no beauty in themselves generally blend happily with the surrounding scenery. The population, excluding Leith, is (1908) 350,500. Edinburgh is the seat of the administrative and judicial authorities of Scotland, and is renowned for its excellent university and schools. It is also a great centre of the printing, publishing, bookselling, brewing, and distilling trades, but has few important manufactures. The stranger is advised to begin his acquaintance with the 'Modern Athens' by obtaining a general view of it from the Castle (best), the top of the Scott Monument, the Calton Hill, or Arthur's Seat (p. 530).

History. The authentic history of Edinburgh begins about 617, when *Edwin*, King of Northumbria, established a fortress on the castle-rock, round which sprang up the settlement of 'Edwin's Burgh'. In the 10th cent. the town came into the possession of the Scots (Celts), whose name for it, 'Dunedin' (*i.e.* hill of Edwin), did not permanently dispossess the Saxon form. The early history of the town is practically the history of the castle, which was a frequent object of contention between the Scots and the English; and it was not till 1437 that Edinburgh became the capital of Scotland in place of Perth. The city then increased steadily in size and importance, but the work of ages was undone by its capture and destruction by the English in 1544, when the castle, however, made a successful resistance. The subsequent history of Edinburgh would be almost tantamount to a history of Scotland, but among the salient points may be named the scenes accompanying the struggle between Queen Mary and the Reformers (1555 et seq.); the defence of the castle by Kirkaldy of Grange and its capture by the English in 1573; the capture of the castle by Cromwell in 1650; the persecution of the Covenanters after the Restoration (1660); the removal of the Scottish Parliament to London in 1707; the Porteous Riot in 1736; and the occupation of the city by Prince Charles Edward in 1745.

At the close of the 18th and the beginning of the 19th century Edinburgh was the residence of a literary circle of great brilliancy, some idea of which may be obtained from the mention of *David Hume* (d. 1776), *Adam Smith* (d. 1790), *Robertson*, the historian (d. 1793), *Playfair* (d. 1819), *Henry Mackenzie* (d. 1831), *Robert Burns* (d. 1796), *Dugald Stewart* (d. 1828), *Scott*, *Wilson*, *Lockhart*, *Brougham*, *Jeffrey*, *Cockburn*, and *Chalmers*. The 'Edinburgh Review' was established by Jeffrey, Sydney Smith, and others in 1802.

Edinburgh consists of the picturesque OLD TOWN, familiar to all readers of Walter Scott, which was rebuilt in the middle of the 16th cent. after a great fire, and of the NEW TOWN, to the N., which dates its beginnings from 1768. The former, once the seat of the fashionable world, but now resigned to the poorer classes, is

full of interesting old houses, some of which are remarkable for their immense height (10-12 stories). The nucleus of the New Town, which is distinguished for its massive style of building, consists of the three parallel thoroughfares: *Princes Street (Pl. C, D, 4, E, 3), perhaps the finest street in Europe (with pleasant *Gardens*, open to the public); *George Street* (Pl. C, D, 3); and *Queen Street* (Pl. C, D, 3). — Numerous modern suburbs have sprung up, particularly to the S., while Portobello (p. 517) and Granton (p. 535) are now included within the city limits.

In *East Princes Street Gardens*, near the Waverley Station, rises the magnificent ***Scott Monument** (Pl. E, 3), erected in 1840 from the design of *Kemp*, and enclosing a marble statue of Scott (d. 1832) by *Steell*. Fine view from the top (adm. 2*d*.). To the E. of the Scott Monument is a statue of *Livingstone* (d. 1873), the African traveller; to the W. are statues of *Adam Black*, a prominent citizen, and *John Wilson* ('Christopher North'; p. 543). Between the East and West Princes Street Gardens rises the *Mound* (Pl. D, 4), a huge embankment connecting the New Town with the Old, at the foot of which stand two handsome buildings in a classical style: the **Royal Institution** (Pl. D, 4) and the **National Gallery** (Pl. D, 4). The former contains a *Statue Gallery*, with a collection of casts (open to art-students only). The National Gallery (Mon., Tues., Wed., and Sat., 10-5, in winter 10-4, free; Thurs. and Frid., 10-4, 6*d*.) contains a good collection of paintings of the Italian, Spanish, and British Schools, some wax models by *Michael Angelo*, fine examples of *Gainsborough* and *Rembrandt*, and water-colours by *Williams* and others (catalogue 6*d*., illustrated 4*s*. 6*d*.). The annual *Exhibition of the Scottish Academy* is held here in spring (15th Feb. to 15th May; adm. 1*s*.). — At the corner of *West Princes Street Gardens* next the Mound is a statue of the Scottish poet *Allan Ramsay* (see pp. 520, 532), whose house (Ramsay Lodge) is now incorporated with the new 'University Settlement' on the Castle Hill, in a direct line with the statue and overlooking the gardens. The 'floral cuckoo clock' immediately beside Ramsay's statue (works in the pedestal) is worth a glance.

On the S. side of the valley occupied by the West Princes Street Gardens rises the ***Castle** (Pl. D, 4; 430 ft.), the ancient seat of the Scottish kings, grandly situated on the summit of a bold rock, sloping gradually to Holyrood on the E. but descending almost perpendicularly on the other three sides. From Princes St. we ascend the Mound (to the left the Bank of Scotland, p. 532) and follow the first street to the right, between the *United Free Church College* (in the courtyard of which is a *Statue of John Knox*) and Princes Street Gardens. At the top of the steep hill we again turn to the right and cross the *Esplanade* to the castle-gate (open free all day, on Sun. from 3.30 p.m.; adm. to crown-room etc. 10-4, in winter 10-3).

We enter by a drawbridge, crossing the old moat and passing under a portcullis, and follow the main road to the highest part of the enclosure, where stand the *Crown Room*, containing the Scottish Regalia; *Queen Mary's Room*, in which James I. of England was born in 1566; the *Old Parliament Hall* (restored in 1892), with a museum and armoury; and *St. Margaret's Chapel*, the oldest building in Edinburgh (ca. 1100). In front of the chapel is '*Mons Meg*', a huge cannon, resembling the 'Dulle Griethe' at Ghent, formerly believed to have been cast at Mons in Belgium, but now ascribed to native skill (1455). The other buildings, with the exception of the *Argyll Tower*, once a state-prison, are not shown. A magnificent *View of the city and the Firth of Forth, with the Highland hills in the background, is obtained from the Bomb Battery. A time-gun is fired daily from the Half-Moon Battery, at 1 p.m., by electrical communication with the Observatory on Calton Hill. — History, see p. 526.

We now follow the series of quaint old streets *(Castle Hill, Lawnmarket, High Street,* and *Canongate)*, which descend in a straight line from the Castle to ($1^1/_4$ M.) Holyrood and give some idea of Old Edinburgh, though many of the most picturesque houses have lately been removed. The visitor should inspect one of the characteristic, narrow closes, or wynds, which diverge on either side (especially on the N.). To the left, below the end of the Esplanade, is the *University Settlement* (see p. 527). To the right, at the end of Castle Hill, stands the *Assembly Hall* (Pl. D, 4), where the General Assembly of the Church of Scotland takes place in May. The *United Free Church Assembly Hall* is on the opposite side of the street. A descent from this point leads to the right to the *Grassmarket* (Pl. D, 5), the scene of the Porteous Riots in 1736. *Lady Stair's House*, in Lawnmarket, the scene of Scott's tale 'My Aunt Margaret's Mirror', was restored by Lord Rosebery in 1897. The City Museum (p. 530) is about to be transferred hither.

The High Street begins beyond the cross-thoroughfare that leads on the right, past the new *County Buildings*, to George IV. Bridge (p. 532) and on the left (Bank St.) to the Mound and Princes St. Here rises ***St. Giles's Church** (Pl. E, 4), the exterior of which has suffered from an unskilful restoration in 1829, while the interior is now of great interest. The chief exterior feature is the *Lantern Tower* (160 ft.; 14th cent.), an imitation of that of St. Nicholas at Newcastle (p. 464).

St. Giles's, the oldest parish-church in Edinburgh, now usually styled 'Cathedral', was erected in the 12th cent., on the site of a much earlier edifice. In 1385, however, the greater part of it was destroyed by fire, and the present Gothic church was built in 1385-1460. At the Reformation the interior of the church was defaced and robbed of its artistic adornments; after which it was divided by partitions into four separate churches. In this condition it remained until 1871-83, when, at the instance and mainly at the cost of Dr. William Chambers (p. 516), the well-known publisher, the interior was carefully restored to its original appearance.

The Interior (open 10-3, adm. 3*d.*; free on Mon.; closed on Sat.), 196 ft. in length, presents an imposing though somewhat cold and bare appearance. The characteristic Scottish barrel-vaulting should be noticed. The stained-glass windows are modern. We enter by the *N. Doorway* and find ourselves in the *Transept*, the oldest part of the church. The four massive Norman piers here, which support the tower, may perhaps date from the original edifice of 1120. To the right is the *Nave*, on the N.

side of which is the *Chapel of St. Eloi*, with a memorial, by C. Macbride (1895), to the *Marquis of Argyll* (d. 1661). Adjoining, enclosed by an iron screen, is the *Albany Aisle*, erected by the Duke of Albany, son of Robert II., in 1402, in expiation of the murder of his nephew, the Duke of Rothesay (p. 566). It contains memorials to *John Knox* and to *Mrs. Oliphant* (1828-97), the novelist. Opposite, to the S., is the *Moray Aisle*, containing a handsome altar and pulpit. Beneath the W. window is a bronze **Memorial to Robert Louis Stevenson* (1850-94) by A. Saint Gaudens. In the small chapel at the S.W. end of the Moray Aisle is a modern monument to the *Regent Moray* (d. 1570; p. 536); the metal plate is from the original tomb. Near the handsome modern *W. Doorway* is the font, after Thorvaldsen. From the pillars of the nave hang the old flags of Scottish regiments. — The *Chancel* contains a tasteful modern pulpit and the royal pew (in carved oak). The last pillar to the left, with the arms of James II. and his wife, Mary of Cleves, is called the '*King's Pillar*'. The *Preston Aisle*, to the S. of the choir, is a good specimen of the Perp. style (15th cent.). The small adjoining *Chapman Aisle*, or *Montrose Chapel*, contains the tomb of *Walter Chapman* (d. 1532), the first Scottish printer, and a modern memorial (1888) to the *Marquis of Montrose* (d. 1650), who, like the Regent Moray (see above), is interred in the *Crypt*, below the S. transept. — At the S.E. angle of the chancel, and to be entered from an antechapel on the site of the present Royal Porch, a new *Chapel of the Knights of the Thistle* is about to be erected. This order, founded by James V. in 1540, renewed by James VII. in 1687, and restored by Queen Anne in 1703, consists of the sovereign and sixteen knights, with extra knights of the royal family.

When Charles I. attempted to re-establish the Scottish Episcopal Church, St. Giles's was made the cathedral of the bishopric of Edinburgh (1634), and it was here that Jenny Geddes threw her stool at Dean Hanna. Both the dean and his assailant are commemorated by brass tablets in the church. [The stool is preserved in the National Museum of Antiquities, p. 534.] The Solemn League and Covenant was signed here in 1643. John Knox often preached in St. Giles's. — The small shops or booths, which were erected between the buttresses about 1560, were called *Krames*, and the wares sold in them *Kramery* (comp. German *Krämerei*).

Outside the church, to the N.E., is the shaft of the old *City Cross*, restored in 1885, and mounted on a new pedestal. — To the N.W. is a figure of a heart in the pavement, marking the site of the *Old Tolbooth*, or city prison, known as the 'Heart of Midlothian'. Close by is a *Statue of the 5th Duke of Buccleuch* (d. 1884).

To the S. of St. Giles's is PARLIAMENT SQUARE, an open space, formerly the churchyard, with an *Equestrian Statue of Charles II.* Adjacent is a stone inscribed '**I. K. 1572**', supposed to mark the grave of John Knox. On the S. side of the square (entr. in the W. corner) stands the extensive **Parliament House** (Pl. E, 4), formerly the place of meeting of the Scottish Parliament, and now the seat of the *Supreme Law Courts* of Scotland (open daily, 10-4).

We first enter the **Great Hall*, where numerous 'Advocates' in wig and gown, 'Writers to the Signet', and solicitors may be seen in conference with their clients. The hall, which has a fine oaken roof, contains statues and paintings of celebrated Scottish jurists and statesmen. The large **Stained Glass Window*, executed at Munich from a design by Kaulbach, represents the foundation of the College of Justice by James V. in 1537.

At the S. end of the Hall is a *Corridor*, extending 300 ft. towards the E., from which the different *Courts* are entered. The door opposite the entrance to the hall leads to a staircase descending to the **Advocates' Library**, the largest library in Scotland, containing about 490,000 vols., numerous valuable MSS., a sitting figure of Sir Walter Scott, the MS. of 'Waverley', a copy of the first printed Bible (Faust and Gutenberg), the Con-

fession of Faith signed by James VI. in 1590, etc. (keeper, *Mr. W. K. Dickson*; 10-4, Sat. 10-1). On the upper floor, in the N.W. angle, is the *Signet Library* (adm. by order from a member), with over 100,000 vols., belonging to the 'Writers to the Signet' (*i.e.* solicitors, originally clerks of the Secretary of State, who prepared writs passing under the King's signet).

The Supreme Court of Scotland consists of two Courts of Appeal, each with 3-4 judges, forming the 'Inner House', and five Courts of first instance, with one judge each, forming the 'Outer House'. There are in all 13 judges, at the head of whom are the Lord President and the Lord Justice Clerk, presiding over the First and Second Divisions respectively of the Inner House. The Civil Courts sit daily, 10-4, except Mon.; the Criminal Court for serious offences on Mon. only. The legal vacations last from 20th March to 12th May, from 20th July to 15th Oct., and for about a fortnight at Christmas.

In the High St., nearly opposite St. Giles's, are the *City Chambers* containing the *City Museum* (free daily; comp. p. 528), with memorials of Burns formerly in his monument (p. 531). Farther on, at the corner of the busy South Bridge Street, rises the *Tron Church* (Pl. E, 4), so called from the old 'Tron', or town weighing-machine. A little farther on, to the left, is *John Knox's House* (Pl. F, 4), where he is erroneously said to have lived from 1560 to 1572, recognizable by its projecting front (daily, 10-4 or 5, adm. 6*d.*). — We now enter the *Canongate*, passing *Moray House* (now a training-college; Pl. F, 4) on the right, and the *Canongate Tolbooth* (comp. p. 529; 1591), with its clock, on the left. In the churchyard of *Canongate Church* (Pl. F, 4) lie *Adam Smith* (d. 1790), *Robert Fergusson* (d. 1790; headstone erected by Burns), *Dugald Stewart* (d. 1828), and *Horatius Bonar* (d. 1889), the hymn-writer.

At the foot of the Canongate lies ***Holyrood Palace** (Pl. G, 3), the former residence of the Scottish kings, dating in its present form mainly from 1670-9. For about a fortnight in May it is annually occupied by the Royal High Commissioner to the General Assembly of the Church of Scotland; but at other times it is open free daily, except Frid., 10-5 (in winter 11-4); on Sun. 2-5 (in winter 1.30-3.30).

The rooms of *Mary, Queen of Scots*, are still preserved, and contain some relics of that ill-fated princess. In the vestibule of the audience-chamber a brass plate on the floor indicates the spot where *Rizzio* expired. The *Picture Gallery* consists of a long series of imaginary portraits of Scottish kings, remarkable for their strong family-likeness.

The palace occupies the site of *Holyrood Abbey*, founded in 1128 by David I. on the spot where he was saved from an infuriated stag by the interposition of a miraculous cross. The only relics of this edifice consist of the E.E. ruined church, now called **Holyrood Chapel*. The abbey-precincts were formerly an inviolable sanctuary for criminals, and its privileges were maintained in the case of debtors down to the abolition of imprisonment for debt in 1880.

To the S.E. of Holyrood Palace extends the treeless *King's Park* (Pl. H, 3, etc.), at the foot of **Arthur's Seat** (822 ft.; Pl. H, 5), which may be ascended thence in $^3/_4$-1 hr. The path passes the ruins of *St. Anthony's Chapel* (Pl. H, 4). In fine weather the top commands an admirable survey of the city, the Firth, the Highland Mts. to the N.W., and the Pentland Hills to the S.W.

A pleasant road, named the *Queen's Drive, encircles Arthur's Seat (3 M.), affording a series of changing views. Proceeding to the E. from Holyrood, we pass in succession (½ M.) *St. Margaret's Loch*, with *St. Anthony's Chapel* (p. 536) above it, and (1¼ M.) *Dunsappie Loch*. A little beyond the latter we have a *View to the left, below us, of *Duddingston* and *Duddingston Loch;* to the N. and E. are the sea, *Inchkeith*, the *Bass Rock* (p. 518), and the conical *North Berwick Law* (p. 518); to the S.W. the *Pentland Hills* (p. 535).

The *Salisbury Crags* (Pl. G, 4, 5), the curious detached ridge on the W. side of Arthur's Seat, afford a good view of Edinburgh. Near their base lies *Dumbiedykes* (Pl. F, 4, 5), the home of Jeanie Deans.

Instead of returning to Holyrood we may leave the King's Park by the S. gate, 1 M. beyond Duddingston, and proceed to (½ M.) the suburb of *Newington* (beyond Pl. F, G, 6), whence we may return to Princes St. by tramway, by the suburban railway (p. 524), or on foot through the *Meadows* (p. 532) and across *George IV. Bridge* (p. 532). Those who take the train may alight at *Blackford Hill* (p. 534).

Proceeding to the E. from the Scott Monument (comp. p. 527), we pass on the right, below the level of the street, the large *Waverley Market* (Pl. E, 3; market-hours 7-10 a.m.), the roof of which forms a promenade. At (3 min.) the E. end of Princes St. is the *Register House* (Pl. E, 3), containing the Scottish archives. In front of it is a *Statue of Wellington*, by Steell (1852; 'the Iron Duke, in bronze, by Steell'). Opposite stands the *Post Office*, an imposing Renaissance edifice (1865). *Waterloo Place*, with a viaduct crossing the street below, leads hence to the E., past the *Old Calton Burial Ground* (open 9-4 on week-days; with the *Martyrs' Monument*, a memorial of the Scots who fell in the American Civil War, the tomb of *David Hume*, d. 1776, and the *Abraham Lincoln Monument*, etc.), to (4 min.) the handsome castellated *Prison* (Pl. F, 3). The steps opposite ascend to the **Calton Hill** (355 ft.; Pl. E, 3).

To the left, at the top of the steps, is a monument to the philosopher *Dugald Stewart* (d. 1828) and a little farther on is the *Old Observatory* (comp. p. 534). On the summit of the hill rises the *Nelson Monument* (102 ft.; open 8-7, in winter 10-3, adm. 3*d*.; *View); a ball falls here at 1 p.m., when the time-gun is fired from the castle. Adjoining is the unfinished *National Monument*, erected to commemorate the Battle of Waterloo.

At the S.E. base of the Calton Hill, near the Prison, is the **High School** (Pl. F, 3), a handsome building in a Grecian style. [Opposite is a footpath descending direct to Holyrood.] Farther on, to the right, are *Burns's Monument* and the *New Calton Burial Ground* (Pl. G, 3).

To the S. of the Register House (see above) the *North Bridge* (Pl. E, 3, 4), rebuilt in 1897, crosses the hollow between the old and new towns, now occupied by the railway; the view of the city from the bridge at night, after the lamps are lit, is very striking. North Bridge St., passing the offices of the 'Scotsman' newspaper, ends at the High St. (comp. p. 530), beyond which it is continued by the *South Bridge* (Pl. E, 4), crossing the quaint but uninviting *Cowgate*, one of the oldest streets in the town. To the right, a little farther on, is the **University** (Pl. E, 5), a building dating from 1789-1827, with a dome added in 1887.

The University was founded by James VI. in 1582, and in 1908 it numbered 42 professors, 43 lecturers, and 44 examiners, besides upwards

of 50 assistants, and 3280 students. The medical faculty (ca. 1400 students) has long been renowned, and a handsome ***Medical School** (Pl. E, 5), in a striking Renaissance style, was opened in 1884, a little to the W. The *Library* (open daily 10-4, in summer 10-3, Sat. 10-1; in vacation daily 10-1 except Sat.; adm. 6*d*., for a party 1*s*.) contains about 205,000 printed vols. and 7500 MSS. — To the E. of the Medical School are the *Music Class Room*, the *Students' Union*, and the **McEwan Hall* (for graduation ceremonials, etc.).

Behind the University, entered from Chambers St., is the large ***Royal Scottish Museum** (Pl. E, 5), founded in 1861, and containing valuable and extensive collections of natural history, industrial art, and ethnology (open free, on Mon., Tues., Thurs., & Frid., 10-4, Wed. 10-4 and 6-10, Sat. 10-10, Sun. 2-5). — Opposite the Museum is the *Heriot-Watt College*. — Chambers St. occupies the site of the College Wynd, in which Sir Walter Scott was born in 1771.

Lothian Street, on the S. side of the University, leads westward to the *University New Buildings* (see above), and to *Lauriston Place* (Pl. D, E, 5), with ***Heriot's Hospital** (Pl. D, E, 5), founded for the maintenance and education of fatherless boys by *George Heriot* (d. 1624), goldsmith and banker to James VI. (see 'Fortunes of Nigel'). The handsome building, long attributed to Inigo Jones, was designed by Wm. Aytoun (adm. 10-3, daily, except Sat. & Sun.).

Among similar schools are *Gillespie's Institution* (Pl. C, 6), Gillespie Crescent; *Donaldson's Hospital* (p. 533); *Stewart's College*, Queensferry Road (Pl. A, 3); and the other *Merchant Company's Schools* for boys and girls.

To the left rises the magnificent **Infirmary** (Pl. E, 5), consisting of several detached buildings in the Scottish baronial style. It cost 350-400,000*l*., and accommodates nearly 8000 patients yearly.

The *Meadow Walk* (Pl. E, 5, 6) leads hence to the S. to the MEADOWS (Pl. D, E, 6), an extensive recreation-ground, adjoined on the S.W. by *Bruntsfield Links*, another public park. — Sir Walter Scott, when a young man, lived at No. 25 in *George Square* (Pl. E, 5, 6), to the E. of the Meadow Walk. — A little to the S. of the Meadows is the *Grange Cemetery*, with the graves of *Dr. Chalmers* (d. 1847), *Hugh Miller* (d. 1856), and *Dr. Guthrie* (d. 1873). — About 1 M. beyond Bruntsfield Links is *Merchiston Castle*, the birthplace of Napier (d. 1617), the inventor of logarithms, but now a boys' school. Merchiston station, see p. 520.

We may now return to High St. and Princes St. viâ Forrest Road and George IV. Bridge (tramway) at the junction of which, to the left, is old *Greyfriars' Church* (Pl. E, 5), in the graveyard of which the 'National Covenant' was signed in 1638.

Among the tombs in the churchyard are those of *George Buchanan* (d. 1582), *George Heriot* (see above), *Sir George Mackenzie* (d. 1691; the 'bluidy Mackenzie' of the Covenanters), *Allan Ramsay* (d. 1758), and *Robertson* (d. 1793), the historian of Charles V. The 1200 prisoners taken at the Battle of Bothwell Brig (1679; p. 541) were confined here, and suffered great privations.

In *George IV. Bridge* (Pl. E, 4), which spans the Cowgate (p. 531), is the chief entrance to the *Carnegie Free Library* (100,000 vols.). The bridge is continued by Melbourne Place, containing the *Sheriff Court Buildings*, and beyond High St. (p. 528) by Bank St., which descends past the **Bank of Scotland** (Pl. E, 4), a handsome Renaissance building, to the Mound and Princes St.

On regaining Princes St. we turn to the left to visit the W. part of the town. Among the handsome buildings to the right are several hotels and club-houses. To the left, in *West Princes Street*

Gardens (Pl. C, D, 4; band twice a week in summer), which occupy the place of the old *Nor' Loch*, are a *Monument to the Scots Greys* who fell in South Africa, and a sitting figure of *Sir James Y. Simpson* (d. 1870), the discoverer of the properties of chloroform. At the end of the street, on the same side, is *St. John's Episcopal Church* (Pl. C, 4), adjoining which is an Iona cross to the memory of *Dean Ramsay* (d. 1876). In the hollow behind St. John's is *St. Cuthbert's* or the *West Church* (Pl. C, 4; rebuilt 1892-4), the graveyard of which contains the last resting-place of *Thomas De Quincey* (d. 1859; by the S.E. wall). — Opposite St. John's is the handsome *Caledonian Station* (p. 524).

From this point *Queensferry Street* leads to the right to (6 min.) the **Dean Bridge** (Pl. B, 3; 105 ft. high), which crosses the *Water of Leith* and commands a fine view. Beyond the bridge we pass *Trinity Church* and several handsome terraces and follow the *Queensferry Road*, which soon bends to the left. To the right we have a fine view of the *Firth of Forth*, with the imposing pile of *Fettes College*, a high-class school for boys, in the foreground. About 300 yds. farther on a lane diverges on the left to the (3 min.) N.E. entrance of the **Dean Cemetery** (Pl. A, 3), containing the graves of Jeffrey, Cockburn, Wilson, Alison, and other eminent Scotsmen. Passing through the cemetery, we leave it by the S. gate, beyond which we cross the bridge to the left, and reach the old Queensferry Road.

Palmerston Place, the first cross-street on the right, leads direct to (5 min.) **St. Mary's Cathedral** (Pl. B, 4), a fine E.E. edifice, 260 ft. long, generally considered the masterpiece of *Sir G. G. Scott*. It belongs to the Scottish Episcopal Church, and was erected in 1874-9 at a cost of upwards of 110,000*l*. The **Interior* (daily services at 8, 11, and 5) is specially imposing and challenges comparison with some of the older cathedrals. The *Central Spire* (295 ft. high) seems rather large in proportion to the rest of the building, but may lose this appearance when the W. towers are erected. The church stands in the centre of the fashionable *West End District*.

About ½ M. to the W. of this point is **Donaldson's Hospital** (adm. on Tues. & Frid., 2.30-4, by order from the Treasurer, 61 Castle St.), erected and endowed for the maintenance and education of 300 children, one-third of whom are deaf and dumb, by *Alexander Donaldson* (d. 1830), a printer, who left 200,000*l*. for this purpose.

From St. Mary's Cathedral *Melville Street* (with a monument to Lord Melville; d. 1811) leads back to Queensferry St. (see above) and to the somewhat heavy *Church of St. George* (Pl. C, 4). This church faces Charlotte Square (Pl. C, 3, 4), which is adorned with an equestrian **Statue of Prince Albert* (d. 1861), by Steell. From Charlotte Square we follow (to the E.) the wide and handsome George Street, soon crossing (3 min.) *Castle Street* (Pl. C, 3, 4), at No. 39 in which (between George St. and Queen St., E. side) Sir Walter Scott lived from 1800 to 1826. At the intersection of the streets rises a statue of *Thomas Chalmers* (d. 1847), by Steell.

Farther on in George St. are statues of *Pitt* and *George IV.* (both by Chantrey), the *Union* and *Commercial Banks* and the *Music Hall* (on the right), and *St. Andrew's Church* (Pl. D, 3; on the left). The street ends at St. Andrew's Square (Pl. E, 3), with a group of *Alexander and Bucephalus* (by Steell) and the *Melville Monument*, whence we return through St. Andrew's St. to Princes St.

At the E. end of Queen Street (Pl. D, 3) is the Scottish **National Portrait Gallery,** opened in 1888.

The gallery (Thurs. & Frid., 10-4, 6*d.*; other days, 10-5, free; closed on Sun.) now contains about 150 portraits, a collection of casts from the antique, a statue of *Robert Burns* by Flaxman, engraved prints of Scottish historical characters, and French engravings of the 17-18th cent. (from the bequest of the late Mr. W. F. Watson), and a series of drawings of Old Edinburgh by *James Drummond*. — The building, which cost 50,000*l.*, was presented by Mr. John R. Findlay (d. 1898). It now also contains the **National Museum of Antiquities** (Thurs. & Frid., 10-4, 6*d.*; closed on Mon.; other days, 10-5, free). The museum includes good prehistoric collections, and also numerous historic relics, including John Knox's pulpit, Jenny Geddes's stool (p. 529), the sea-chest of Alexander Selkirk (the original of 'Robinson Crusoe'), and copies of the National League and Covenant.

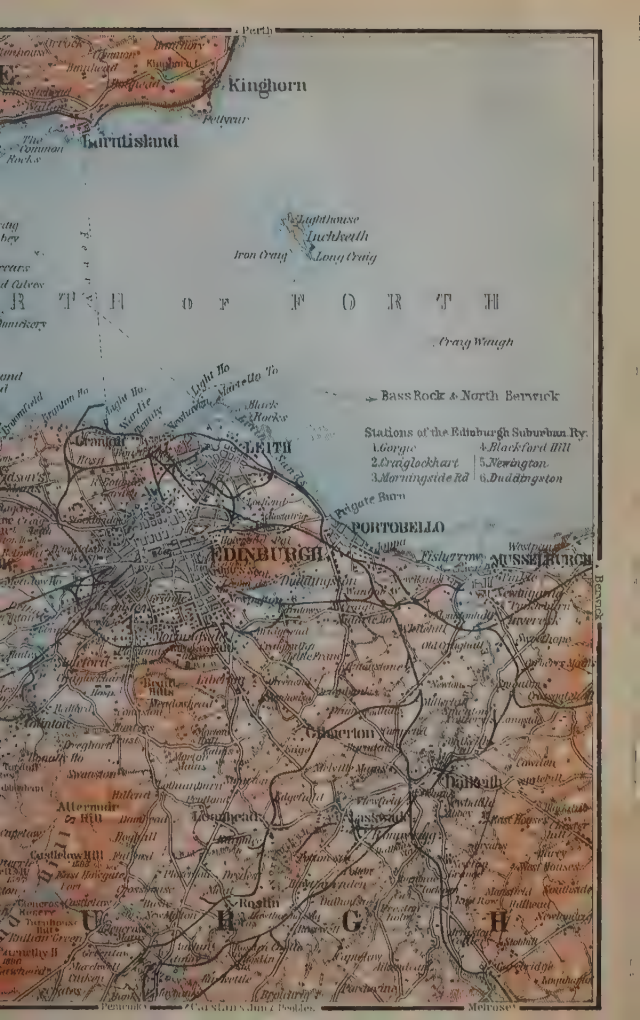
In *Inverleith Row*, on the N. side of the town, reached from Princes St. viâ Hanover St., Dundas St., and Pitt St. (cable-tramway, p. 525), lies the (1½ M.) ***Botanic Garden** (Pl. C, 1; open free daily 8 till dusk, Sun. 11 till dusk; conservatories 1 to 5.30 or dusk), with a large palm-house. Adjacent is the *Arboretum* (Pl. B, 1). Admirable *View of Edinburgh. Not far off is the *Warriston Cemetery* (beyond Pl. D, 1), where *Sir James Simpson* (p. 533) is buried. About ½ M. to the W. is *Fettes College* (p. 533). Between Fettes College and the Arboretum lies the *Inverleith Park*. By turning to the left at the end of Inverleith Row, and then to the right, we reach (1½ M. from the Botanic Garden) *Granton* (p. 535).

Blackford Hill (station on the Suburban Railway), a public park, adjoins the city on the S., to the W. of Newington. Near the summit (500 ft.), the *View from which is described in a well-known passage of 'Marmion', is the conspicuous *Royal National Observatory* (comp. p. 531). The **Braid Hills** (700 ft.), a little farther on, are public also and have a golf-course (tramway, see p. 525; *Hotel*, p. 524).

About 2 M. to the N.E. of Edinburgh, and now connected with it by continuous lines of street, lies its harbour **Leith** (beyond Pl. F, G, 1), a bustling seaport with (1908) 84,700 inhab. and extensive *Docks*. Its two **Piers*, each ¾ M. long, afford a fine view of the *Firth of Forth*, enlivened with shipping and bounded by the coast of Fife (ferry between the pier-heads 1*d.*). The *Trinity House*, erected in 1816 on the site of an older building, contains some models of ships, a large *Painting, by *David Scott*, of Vasco da Gama rounding the Cape of Good Hope, and an old portrait of Mary, Queen of Scots. — *Steamers* from Leith, see p. 525.

About 1¼ M. to the W. of Leith (tramway viâ Junction Road) is the quaint fishing-village of **Newhaven** (*Peacock Inn*, fish-dinner from 1*s.* 6*d.*), inhabited by a fisher-folk of Scandinavian origin, who rarely marry out of their own circle and have preserved

Stirling
Kinross
Dunfermline
Torryburn
Charlestown
Inverkeithing
Limekilns
Stirling
Inverkeithing Bay
St Margarets Hope
North Queensferry
Long Craig
Bimar
South Queensferry
Linlithgow
L I N L I T H G O W
Kirkliston
Uphall
Broxburn
Mid Calder
East Calder
Kirknewton
West Calder
E D I N
Auchinoon Hill
Auchinoon
Lyden
Corston
Morton
Midlan
Cowthrople
Lastonshiels
Thrushiedean
Carstairs Jun.
Glasgow


Perth
Kinghorn
Burntisland
Lighthouse
Inchkeith
Iron Craig
Long Craig
Craig Waugh
Bass Rock & North Berwick
Stations of the Edinburgh Suburban Ry.
1. Gorgie
2. Craiglockhart
3. Morningside Rd
4. Blackford Hill
5. Newington
6. Duddingston
LEITH
Granton
Prigate Burn
PORTOBELLO
EDINBURGH
Fisherrow
MUSSELBURGH
Berwick
Gilmerton
Dalkeith
Loanhead
Lasswade
Roslin
Attermuir Hill
Castlelaw Hill
Melrose

many of their ancient customs. The costume of the 'fish-wives', a familiar sight in the streets of Edinburgh, is very picturesque.

A little to the W. of Newhaven is **Trinity**, a colony of villas. Trinity is contiguous to **Granton**, a modern seaport, with three magnificent *Piers*, constructed by the Duke of Buccleuch at a cost of 150,000*l.* (fine *View from the E. pier). The traffic here, however, is very inferior to that of Leith. Steamers, see p. 525.

Excursions from Edinburgh.

1. On a hill 1½ M. to the S. of the suburb of Newington (p. 531) stand the ruins of Craigmillar Castle, built in 1437, a favourite residence of Mary, Queen of Scots (key at the Craigmillar Dairy; small fee). The castle is most easily reached from *Duddingston Station* on the Suburban Railway.

2. About 3 M. to the W. of Edinburgh lies **Corstorphine**, reached by train from Waverley Station, by motor-omnibus to Uphall, or on foot by the *Queensferry Road* (p. 533) or by the footpath viâ the view-point "*Rest and be Thankful*", on the slope of *Corstorphine Hill* (520 ft.).

3. The Pentland Hills, which extend to the S.W. of Edinburgh, afford numerous pleasant rambles. The highest summits are *Scald Law* (1898 ft.) and *Carnethy* (1890 ft.), two good points of view (see Map). The most convenient way to reach the Pentlands is to take the train (Caledonian Stat.) to (3½ M.) *Colinton*, (6 M.) *Currie*, or (7½ M.) *Balerno* (comp. Map); or they may be approached by road through *Morningside* and over the *Braid Hills* (p. 534; tramway, p. 529). The road passes near (1 M.) *Swanston*, the home of R. L. Stevenson (p. 523), and (7½ M.) *Rullion Green*, where the Covenanters were defeated in 1666, and goes on to (13 M.) *Carlops* (inn), beside *Habbie's Howe*, the reputed scene of Ramsay's 'Gentle Shepherd', and (15½ M.) *West Linton* (Gordon Arms).

4. From Edinburgh to Hawthornden and Roslin (1 day). Train from Waverley Station (p. 524) to (11 M.) *Hawthornden* in ½ hr. — *Hawthornden (open on week-days in summer, 10-6; adm. 1*s.*), charmingly situated on the bank of the *North Esk*, was the home of the poet *Drummond* (1585-1649), who was visited here by Ben Jonson in 1618. The tree under which they first met is pointed out. Beneath the mansion are some curious artificial caves. Hence we walk through a romantic wooded glen to (¾ hr.) *Roslin Castle* (adm. *6d.*), the ancient seat of the St. Clairs, celebrated in Scott's 'Rosabelle'. Close by is *Roslin Chapel (open 10-6, in winter 10 till dusk, adm. 1*s.*; Sun. only at the services at noon and 6 p.m.), founded in 1446 as the choir of a collegiate church (which was never finished), and remarkable for its profuse decoration, the style of which is generally believed to be Spanish. The *'Prentice Pillar' owes its name to a legend not unknown elsewhere. Near the chapel are the *Royal Hotel* (luncheon 2*s.* 6*d.*-3*s.* 6*d.*) and the *Roslin Inn*. — We may return to Edinburgh by an afternoon coach (7 M.; fare 1*s.*), or by train from *Roslin Station*. Those who prefer to make the round in the reverse direction may leave Edinburgh by one of the morning coaches for Roslin. The railway-company issues circular tickets (fares 2*s.* 2*d.*, 1*s.* 9*d.*), which are available for the stations at *Roslin*, *Hawthornden*, *Rosslynlee*. *Rosslyn Castle*, and *Polton*. One of the coaches also makes a circular tour viâ Dalkeith (2*s.* 6*d.*).

5. From Edinburgh to Dalkeith (6 M.; railway from Waverley Station in 20 min.). The small town of *Dalkeith* (Cross Keys; Harrow; 7300 inhab.) is uninteresting. To the N. is *Dalkeith Palace, the seat of the Duke of Buccleuch, containing a valuable collection of portraits and other paintings. The house and *Park are open to visitors on Wed. & Sat. in the absence of the family. — *Newbattle Abbey* (p. 517) is 1 M. to the S.

6. From Edinburgh to the Forth Bridge. *Railway* from Waverley Station to (9½ M.) *Dalmeny* (p. 565) in 20-25 min. (fares 1*s.* 4*d.*, 9½*d.*); walk thence to (½ M.) *South Queensferry* (Queensferry Arms), at the S. end of

the gigantic **Forth Bridge** (p. 565). The village (1100 inhab.) is said to derive its name from Margaret, consort of Malcolm Canmore (see p. 574). About 2¾ M. to the W. is *Hopetoun House*, the seat of the Marquis of Linlithgow, with a fine park (*Views), open to the public. The village of *Dalmeny*, 1¼ M. to the E. of Queensferry, possesses an ancient Norman church. The return may be made through *Dalmeny Park* (open), belonging to the Earl of Rosebery, with *Dalmeny House* and *Barnbougle Castle*, the latter incorporating ancient remains, and by ferry over the *Almond* to the little coast-village of *Cramond*, 1½ M. to the S.W. of which is *Cramond Bridge* (inn). *Barnton Station* (Barnton Hotel, p. 524), ¾ M. farther on, see p. 524. — Brakes from Edinburgh to *Queensferry*, see p. 525.

Among other points easily reached from Edinburgh in one day are *Melrose* and *Dryburgh* (comp. p. 515); *Burntisland* and *Aberdour* (p. 565); the *Trossachs* (see R. 69); *North Berwick* (p. 518); *Linlithgow* (see below); *Dunfermline* (p. 574); *Stirling* (p. 547); *Lanark* and the *Falls of Clyde* (p. 542).

67. From Edinburgh to Glasgow.

a. *North British Railway.*

47 M. Railway from *Waverley Station* in 1 hr. 5 min. to 2 hrs. (fares 5*s.*, 2*s.* 6*d.*; return-fares 7*s.* 6*d.*, 4*s.*, Sat. to Mon. returns, single fare).

This railway has another and longer route (1¾-2 hrs.; same fares) from Waverley Station viâ *Ratho*, *Bathgate*, *Airdrie*, and *Coatbridge* to Queen Street (Low Level) Station at *Glasgow*.

After leaving *Haymarket* (p. 524) the train passes (3½ M.) *Saughton* and (5 M.) *Gogar*. 8 M. *Ratho*, the junction of a line to *Kirkliston* and *Dalmeny* (see above). — 12 M. *Winchburgh*, the junction of a line to the *Forth Bridge* for the traffic to and from Glasgow and the West of Scotland. — 14½ M. *Philipstown*.

17½ M. **Linlithgow** *(Star & Garter; St. Michael's)*, an old town with 4280 inhab., was long a favourite residence of the Scottish kings. The *Palace (adm. 10-5; fee), visible from the railway (to the right), dates in its present form from the 14-17th centuries. Queen Mary was born here in 1542, and the Regent Moray, who was shot in the streets of the town, died here in 1570 (comp. p. 529). *St. Michael's Church*, adjoining the Palace, founded by David I. (12th cent.), is a large edifice of various periods, from Norman to Perpendicular. A branch-line runs hence to *Borrowstounness* (pron. Bo'ness), on the Forth (steamers to London, see p. 521).

22 M. *Polmont* is the junction of the line to *Stirling* (p. 547). — 25½ M. **Falkirk** *(Red Lion; Crown; Royal)*, a busy town of (1901) 29,271 inhab., with iron-works and coal-pits. '*Falkirk Trysts*' are large cattle-fairs (second Tuesdays of Aug., Sept., & Oct.). Wallace was defeated by Edward I. at the battle of Falkirk in 1298, and Prince Charles Stuart defeated the English here in 1746. — 41 M. *Lenzie* is the junction of lines to *Coatbridge* (p. 520) and to *Kirkintilloch* and *Aberfoyle* (comp. p. 549). Beyond (45½ M.) *Cowlairs* we descend a steep gradient through a long tunnel and enter the (47 M.) *Queen Street Station* of **Glasgow** (see p. 537).

GLASGOW.
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Kelvinside
Maryhill
Kelvingrove Park
Art Galleries
Fountain
Royal Ter
Woodside Ter
Woodside Pla
Sandichall Street
Berkeley Street
St Andrews Hall
Vincent Pond
North British & Caledonian
Goods & Mineral Stn
Pointhouse Road
Outer Basin
North Basin
Queens Dock
Centre Quay
South Basin
Stobcross Quay
Plantation Quay
North Basin
Princes Dock
Central Basin
South Basin
Brand Street
Cranston
Wellcome Str
Dorset St
Kingston Dock
Springfield Quay
Caledonian Rd
Houston Str
Acugowan Str
Scotland Street
RIVER CLYDE
Anderson Quay
Finnieston Quay
Lancefield Qu
Kingston Dock
Windmillcroft
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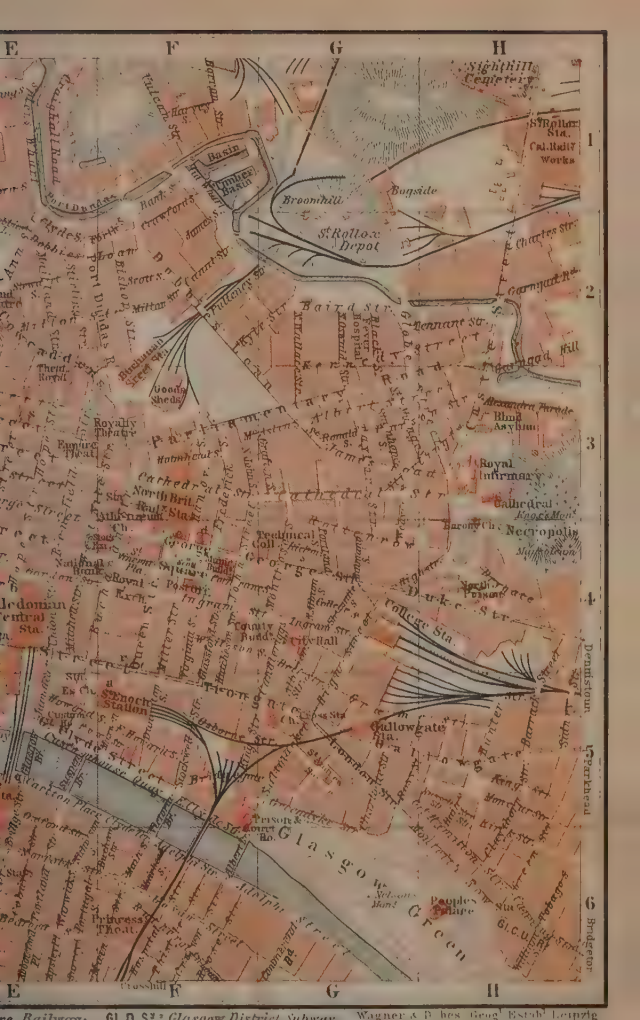
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Sighthill Cemetery
St Rollox Sta.
Cal. Iddl Works
Basin
Dobbie's Basin
Broomhill
Bonnyside
St Rollox Depot
Charles Street
Garngad Rd
Baird Street
Tennant St
Garngad Hill
Port Dundas
Dundas Street
Scotia Street
Millar Street
Buchanan Street Sta.
Goods Sheds
Royalty Theatre
Barrack Street
Parliamen
Alexandra Parade
Ring Asylum
Royal Infirmary
Cathedral Street
North British Railway Stables
Cathedral
Bishop's Mote
Barony Ch.
Necropolis
Monument
Technical College
George Street
Queen Margaret College
Duke Street
Jedburgh Central Sta.
College Sta.
Dennistoun
Parkhead
Stobcross Street
Stobcross Sta.
Cowlairs Tunnel
Cowlairs Incline
Cowlairs Sta.
Cowlairs Works
Cowlairs Bridge
Cowlairs Road
Dundas Vale
Cowlairs
Queen Street Sta.
Argyle Street
Argyle Sta.
Union Street
Union Sta.
Central Station
Hydepark Street
Clarkston Place
Clarkston Road
Prison & Court Ho.
Glasgow Green
Powder Magazine
Princess Theat.
Bridgeton
Glasgow Railways
Glasgow District Railways
Wagner & Debes Geog. Estab. Leipzig

b. *Caledonian Railway.*

46 M. Railway in 1 hr. 5 min. to 2 hrs. (fares, see p. 536).

This line passes through a busy iron-working district, the lights of which are imposing at night. Among the chief stations are: 10 M. *Midcalder;* 16 M. *West Calder*, the centre of an extensive paraffin oil industry; 33 M. *Holytown;* and (38 M.) *Uddingston* (p. 520), where we join the line from Carstairs. — At (46 M.) *Glasgow* (see below) the trains stop at *Eglinton Street* before running into the *Central Station*.

Glasgow. — **Railway Stations.** 1. *North British* or *Queen Street Station* (Pl. F, 3), Dundas St., for trains to Edinburgh and the North, London (viâ York), Loch Lomond, and for the W. Highland Line (R. 71). — 2. *Caledonian Central Station* (Pl. E, 4), Gordon St., for Edinburgh, London (viâ Carstairs and Carlisle), Paisley, Greenock, Hamilton, etc. — 3. *St. Enoch's* (Pl. F, 5), of the G. & S. W. R., St. Enoch's Sq., for Paisley, Greenock, Ayr, Carlisle and London viâ Dumfries, etc. — 4. *Buchanan Street* (Pl. F, 2, 3), the Caledonian terminus for trains to Oban, Perth, and the N. — 5. *Eglinton Street* (comp. Pl. E, 6), a secondary station for the S. trains of the Caledonian Railway. — 6. *College Street* (Pl. G, 4), a secondary N. B. station. — 7. *Main Street* (comp. Pl. F, 6), Gorbals, for trains running S. from St. Enoch's. — Underground Railways, see below.

Hotels. *Central (Pl. b; E, 4), at the Central Station, R. 4s. 6d., B. 3s., D. 5s.; *St. Enoch's (Pl. a; F, 5), at St. Enoch's Station, R. 4s., B. or L. 3s., D. 5s., two large railway hotels. — *North British Station (Pl. c; F, 4), George Sq., adjoining the N. B. R. terminus; *Windsor (Pl. i; D, 3), 250 St. Vincent St., R. from 4s. 6d., D. 5s.; Grand Hotel (Pl. k; C, D, 2), Charing Cross (W. end), R. from 3s. 6d., D. 5s. — Royal (Pl. d; F, 4), George Sq., R. 4s., D. 4-5s.; Victoria, 15 West George St. (Pl. E, 3), R. or D. 3s. 6d.; Alexandra (Pl. l; E, 3); Bath (Pl. m; E, 3), 152 Bath St.; Steel's (Pl. r; F, 4), 5 Queen St., R. or D. 3s. 6d.; Bridge Street Station (Pl. q; E, 5); Blythswood, 320 Argyle St. — *Temperance Hotels:* Cranston's Waverley (Pl. s; E, 3), Sauchiehall St.; Cockburn (Pl. t; E, 3), 141 Bath St., R. & B. from 4s. 6d., D. 3s.; Old Waverley, 185 Buchanan St., R. or D. 3s.; Osborne, 106 Sauchiehall St., pens. from 5s.

Restaurants. At the *Central and *St. Enoch's Hotels*, see above; **Ferguson & Forrester (Prince of Wales)*, 36 Buchanan St.; *Lang, 73 Queen St.; *Brown*, 79 St. Vincent St.; *Grosvenor*, Gordon St.; *Queen's*, 70 Buchanan St.; *White*, 7 Gordon St.; *Watson & Blane*, West George St.; *Rupprecht*, 183 Hope St.; *Hippodrome*, 328 Sauchiehall St. (see below). — Confectioner. *Assafrey*, 78 St. Vincent St. and 171 Sauchiehall St.

Post & Telegraph Office (Pl. F, 4), George Sq. Numerous branch-offices.

Theatres. *Theatre Royal* (Pl. E, 2, 3), Cowcaddens; *Royalty* (Pl. E, 3), Sauchiehall St.; *Grand* (Pl. E, 2), Cowcaddens (melodrama); *Princess's* (Pl. F, 6), Main St., Gorbals; *Metropole*, Stockwell St.; *King's* (Pl. D, 3), Bath St.; *Lyceum*, Govan. — **Music Halls.** *Coliseum*, 35 Eglinton St., near the corner of Bedford St. (Pl. E, 6); *Empire* (Pl. E, F, 3), Sauchiehall St.; *Palace*, Main St.; *Pavilion*, Renfield St.; *Hippodrome* (Pl. D, 3), Sauchiehall St. — *Scottish Zoo & Hippodrome*, New City Road (adm. 6d.-2s.). — **Concerts.** *St. Andrew's Halls* (Pl. C, 3), Berkeley St. (classical concerts in winter); *Queen's Rooms*, at the W. end of Sauchiehall St. (concerts, balls, etc.).

Exhibitions. An *Annual Exhibition of Modern Paintings* is held in the Institute of Fine Arts, 173 Sauchiehall St. — *Public Art Galleries*, see p. 540.

Cabs. Taximeter Motor Cabs, for 1 M. 1s., each addit. ¼ M. 3d.; by time at the rate of 4s. per hour. — Ordinary Cabs (1-4 pers.) for 1 M. 1s., each addit. ½ M. or less 6d.; by time: for the first ½ hr. 1s. 6d.; each addit. ¼ hr. 6d. Luggage over 56lbs. 6d. extra; double fares at night (12-6); fare and a half on Sunday. — **Electric Tramways** traverse most of the chief streets and run to the suburbs. — **Omnibuses** also are numerous.

Underground Railways. The Glasgow District Subway (cars every 4 min.; fares, one station ½d., any five stations 1d., all round 1½d.)

describes a wide circle round the W. and S.W. part of the city from St. Enoch's Square. Stations: *St. Enoch's*, *Buchanan St.*, *Cowcaddens*, *St. George's Cross*, *Kelvin Bridge*, *Hillhead*, *Partick Cross*, *Merkland St.*, *Govan Cross*, *Copland Road*, *Cessnock*, *Kinning Park*, *Shields Road*, *West St.*, and *Bridge St.* — The Glasgow City & District Railway runs E. and W. from *Queen St. Station (Low Level)*, affording rapid access to the Cathedral *(College Stat.)*, the University and West End Park *(Charing Cross Stat.)*, and the West End suburbs *(Hyndland Stat.)*. — The Glasgow Central Underground Railway runs from the *Central Station (Low Level)* to the N.W. viâ *Anderston Cross*, *Stobcross* (junction for *Partick*), *Kelvin Bridge*, and *Botanic Gardens*, to *Maryhill*, and to the S.E. viâ *Glasgow Cross*, *Glasgow Green*, *Bridgeton Cross*, etc., to *Rutherglen* and *Bothwell*.

Steamers. Deep-sea steamers ply from Glasgow to all parts of Great Britain and Ireland, and indeed to all parts of the world, while innumerable river-steamers ply to the watering-places on the estuary of the *Clyde* and its ramifications (p. 541). In summer practically every point of any importance in the W. Highlands and Islands may be conveniently reached by steamer from Glasgow and Greenock. The first 2 hrs. of the river journey may be avoided by proceeding by train to *Greenock* or *Gourock* (comp. p. 550; 3/4-1 hr.). Those, however, who wish to make an acquaintance with the port of Glasgow and its long series of ship-building yards, with the deafening din of their hammers, should sail the whole way. From Greenock to *Belfast* daily in 7 hrs. (12*s.* 6*d.*), to *Dublin* daily in 18 hrs. (15*s.*); to *London* thrice weekly (30*s.*); to *Liverpool* 4-5 times weekly in 15 hrs. (11*s.*), etc.

Goods Agents: *Wells Fargo & Co.*, 63a St. Vincent St.; *American Express Co.*, 30 Gordon St. — Fine Art Dealer: *Andrew Duthie*, 426 & 428 Sauchiehall St.

American Consul, *John N. McCunn;* vice-consul, *Thomas R. Jones.*

Principal Attractions: *Cathedral* (p. 539); *Broomielaw* (p. 539); Walk through *Buchanan St.* and *Argyle St.* (p. 540); *University* (p. 540); *Kelvingrove Park* and *Art Galleries* (p. 540).

Glasgow, the commercial and industrial capital of Scotland and the second city of the kingdom, with (1908) 859,700 inhab. (or, including the suburbs and contiguous boroughs, nearly 1,000,000), lies on the *Clyde*, on the site of an episcopal see founded by St. Mungo in 560, and rivals Liverpool in its shipping-trade and Manchester in its manufactures.

Among the numerous industries of Glasgow the most characteristic and important is its *Iron and Steel Ship Building* (located chiefly at Govan and Partick; p. 550), in which it is *facile princeps* among British towns. Two-thirds of all British steamers are built on the Clyde, or at least provided there with their engines. The first steam-engine was constructed at Glasgow by *James Watt*, a native of Greenock, in 1763; and the first steamer on this side of the Atlantic was placed on the Clyde by *Henry Bell* in 1812 and plied between Glasgow and Greenock. Among the other chief industrial establishments in or near Glasgow are the *St. Rollox Chemical Works* (Pl. G, 2), occupying 15 acres of ground, with a chimney 435 ft. high (over-topped, however, by a neighbouring chimney of 455 ft.); the *Steel Co. of Scotland's Works* at Newton (railway from Central Station in 1/4 hr.) and at Blochairn; and the huge works of the *Singer Manufacturing Co.* of New York at Kilbowie (20 min. by train from Queen St. Stat.). The other chief products and industries of Glasgow include iron, cotton, and woollen goods, thread, tubes and boilers, calico-printing, glass, pottery, bleaching, dyeing, and muslin-weaving. The coal-traffic also is immense.

Glasgow is one of the best governed cities in Great Britain. The gas and water works, tramway lines, parks, etc., are under the management of the Corporation, which has also established model lodging-houses and public baths and wash-houses, and in other ways busied itself with the sanitary well-being of the city. — The admirable water-supply is derived from *Loch Katrine* (p. 546), 42 M. distant. Nearly 2 1/2 millions sterling have been expended upon the works, which are now being extended.

The ***Harbour** and **Docks** of Glasgow are always thronged with vessels from all the corners of the earth. About half-a-century ago the Clyde at Glasgow was only 180 ft. wide and 3 ft. deep; now, by continual dredging, it is nearly 500 ft. wide and deep enough for the largest ocean liners. Since 1854 upwards of 8,000,000*l.* have been spent on the harbour and dock works, and the revenue of the *Clyde Navigation Trust* has increased from 86,000*l.* to 517,000*l.* The total of goods imported and exported has increased in the same period from about 1,000,000 tons to over 9,000,000 tons. The water-area of the harbour (which extends along the river for 2½ M.) and the docks is over 290 acres; the total length of the quays is nearly 9 M.

From the *Central Station* (Pl. E, 4) Union St. and Jamaica St. lead to the S. to *Glasgow Bridge* (Pl. F, 5; *View of the harbour), rebuilt in 1899, immediately below which is the ***Broomielaw** (Pl. D, E, 5), a quay 800 ft. long, on the N. side of the river, whence most of the river passenger-steamers start. A little to the S.E., adjoining the river, is the open space known as *Glasgow Green* (Pl. G, H, 6), with *Nelson's Monument* and the *People's Palace*, including a museum, art-gallery, and winter-garden. From the W. end of the Green the *Saltmarket*, the home of Bailie Nicol Jarvie, leads northwards to the *Cross* (Pl. G, 5), marked by the steeple of the old *Tolbooth*, at the S. end of High St. From the Cross the *Trongate*, with an equestrian statue of William III. and the steeple of the old *Tron Church* (Pl. G, 5; comp. p. 530), runs towards the W. to Argyle St. (p. 540). — The *High Street* (Pl. G, 5, 4), leading to the cathedral, was the chief thoroughfare of the old city of St. Mungo. At 'Bell o' the Brae', the point where it sweeps to the right and begins to ascend, Wallace defeated a detachment of the English in 1300.

The ***Cathedral** (Pl. H, 3; open daily 10-6, Nov. to Feb. 10-4, free), situated on the N.E. side of the town, is a fine edifice, dating from the 12-15th cent. and mainly in the E.E. style. The Sunday services are at 11 a.m. and 2 p.m. The building is 320 ft. long, 70 ft. wide, and 90 ft. high; the tower is 220 ft. in height.

Interior (fine organ). The NAVE (14th cent.) has a timber ceiling. The windows throughout the church have been filled with modern stained glass, chiefly from Munich, at a cost of 100,000*l.* The CHOIR, separated from the nave by a carved screen, is a good specimen of E.E., probably dating from early in the 13th century. Behind the choir are the *Lady Chapel* and *Chapter House*. Below the choir is the *CRYPT, the chief glory of the cathedral, a charmingly proportioned structure, with fine vaulting. Some of its 65 pillars are surmounted by exquisitely carved capitals. On the N. side is the tomb of *Edward Irving* (d. 1834), of whom a portrait appears, as John the Baptist, in the window above.

Glasgow Cathedral is frequently referred to in 'Rob Roy', and the classical description of it is undoubtedly that of Andrew Fairservice.

To the left of the cathedral stands the *Royal Infirmary* (Pl. H, 3). In the vicinity, in front of the handsome *Barony Church* (Pl. H, 4), is a statue of *Dr. Norman Macleod* (d. 1872), by Mossman.

On a height to the E. of the cathedral is the ***Necropolis** (Pl. H, 4), containing numerous substantial monuments, the most conspicuous of which is the column to the memory of *John Knox* (p. 530). Near it is the grave of *Sheridan Knowles* (d. 1862). Fine views (closed 6 p.m.).

From the cathedral we proceed through High St. and *George St.*, in which is the *Technical College* (Pl. F, G, 4), to George Square (Pl. F, 4), the finest open space in the city, surrounded by the magnificent *Municipal Buildings* (E.; adm. free 10.30 to 11.30 and 3 to 4), containing a fine staircase of marble and alabaster, the *Post Office* (S.), the *Bank of Scotland*, the *Merchants' House* (W.), several *Hotels*, and other substantial buildings.

In the centre of the square rises a column 80 ft. high, surmounted by a statue of *Sir Walter Scott*. Adjacent are equestrian statues, by Marochetti, of *Queen Victoria* and *Prince Albert*. The other statues are those of *Sir John Moore* (d. 1809), by Flaxman; *Colin Campbell, Lord Clyde* (d. 1863), by Foley; *James Watt* (d. 1819), by Chantrey; *Sir Robert Peel* (d. 1850), by Mossman; *William Pitt* (d. 1806), by Flaxman; *Dr. Graham*, by Brodie; *Robert Burns* (d. 1796), by Ewing; *Thomas Campbell* (d. 1844), by Mossman; *James Oswald*, by Marochetti; *Dr. Livingstone* (d. 1873), by Mossman; and *Mr. Gladstone* (d. 1898), by Thornycroft.

In Queen St., to the S.W. of George Sq., stands the **Royal Exchange** (Pl. F, 4), in the Corinthian style. In front is an *Equestrian Statue of the Duke of Wellington*, by *Marochetti*.

The *Mitchell Library* (adm. free; 9.30 a.m. to 10 p.m.), 23 Miller St. (Pl. F, 4), contains upwards of 80,000 vols., including 5000 relating to Glasgow and 1100 to Robert Burns. Its fine magazine-room is supplied with about 270 periodicals.

The busiest streets are *Argyle Street* (Pl. D-F, 4), *Buchanan Street* (Pl. F, 3, 4), *Union Street* (Pl. E, 4), and *Sauchiehall Street* (Pl. B-E, 3), which contain the most attractive shops.

Sauchiehall St., a long street joining the E. and W. quarters of the town, leads viâ *Charing Cross* on the W. to the pretty ***Kelvingrove** or **West End Park** (Pl. A, B, 2), through which flows the river *Kelvin*. Near the centre of the park is the *Stewart Memorial Fountain* and at its S.W. corner are the ***Art Galleries** (Pl. A, 2), opened in 1901, which also include the *City Industrial Museum*. The permanent collection of paintings is the most interesting and valuable provincial public gallery in the kingdom of works of Dutch, Flemish, Venetian, and other masters; it includes specimens of *Ruysdael, A. Cuyp, Hobbema, Mieris, Ostade, Van der Goes, Rembrandt, Rubens, Titian, Palma Vecchio, Botticelli, Murillo, Constable, Turner, Troyon, Millet, Corot*, etc. Among the modern works is *Whistler's* portrait of Thomas Carlyle. The sculptures include a statue of Pitt, by *Flaxman*. Adm. free, 10 till dusk, Sun. 2-6.

On Gilmore Hill to the W., beyond the Kelvin, rises the ***University** (Pl. A, B, 1), founded in 1451 and transferred in 1870 to its present magnificent quarters, designed by Sir G. G. Scott (E.E. domestic style, with Scoto-Flemish features of later date). The buildings form a huge rectangle, 530 ft. long and 295 ft. wide,

divided into two by the handsome *Common Hall*, erected at the expense of the late Marquis of Bute. The *Central Tower*, 200 ft. high, is surmounted by a spire of 100 ft. more. The total cost was about 500,000*l.* The fine 17th cent. *Gateway* of the old college has been re-erected, in a slightly modified form, at the entrance to the University grounds. The University possesses a library of 180,000 vols., and contains the *Hunterian Museum* (10-6; 6*d.*), with its famous anatomical collection. The number of students is 2700; of professors, lecturers, and assistants 60. — A little to the W. is the huge *Western Infirmary* (Pl. A, 1), and a little to the N. are the *Botanic Gardens* (beyond Pl. B, 1; adm. free; station, see p. 538), with a large circular conservatory. — The terraces and streets in this part of the town are very handsome and substantial.

The S. part of the town is a busy manufacturing district; the S.W. part is mainly residential, with the large *Queen's Park*, commanding a *View of the city, and including *Camp Hill*, the site of Regent Moray's camp before the battle of *Langside*, in which he defeated the forces of Queen Mary in 1568. Near the large *Victoria Infirmary*, to the S. of the park, is a memorial of the battle. The ruins of *Cathcart Castle*, whence the Queen watched the battle, lie 1½ M. to the S. — To the E. of the town is the large *Alexandra Park*, with a golf-course. — *Victoria Park*, in Whiteinch, to the N.W., contains a curious *Fossil Grove*.

*Excursions.

Glasgow stands almost unrivalled among the towns of Great Britain for the number, charm, and variety of the excursions that may be made from it. The estuary of the Clyde alone is an almost inexhaustible field (comp. p. 538), and most of the circular tours referred to at p. 509 may be begun at Glasgow.

1. To Hamilton (one day), 11 M., railway from the *Central* or *Queen St. Station* in ½-¾ hr. (fares 1s., 7½*d.*). — **Hamilton** (*Royal*, R. or D. 3s; *Commercial; County; Clydesdale*), a prosperous town with (1901) 32,775 inhab., pleasantly situated near the confluence of the *Avon* and the *Clyde*, is a favourite summer-resort. Close to the town on the N. is Hamilton Palace (adm. only by special permission), the magnificent seat of the Duke of Hamilton. The large *Park* (open on Tues. and Frid.) contains the imposing ducal *Mausoleum*. — About 2 M. to the S.E. of Hamilton (tramway), on the left bank of the Avon, are the picturesque ruins of Cadzow Castle, the subject of a ballad by Scott. *Cadzow Forest*, with its patriarchal oaks, contains a herd of wild white cattle (adm. by order from the duke's chamberlain, Edinburgh Road, Hamilton). Opposite, on the other side of the Avon, is the summer-château of *Châtelherault*, built by the Duke of Hamilton in 1732 in imitation of the house from which he took his French title, but little more than a façade. About 2 M. to the N. of Hamilton is *Bothwell Brig*, where the Covenanters were defeated by the Royalists in 1679. The village of *Bothwell* (Clyde Hotel), with the villas of numerous Glasgow merchants, is ½ M. farther on (tramway from Hamilton). On the Clyde, ¾ M. to the N.W. of the village, is the picturesque ruin of *Bothwell Castle, the home of the Earl of Bothwell, husband of Queen Mary (open on Tues., 9-5). We may return by train from Bothwell to Glasgow in 35 minutes. — This excursion may be combined with the next (one night out) by proceeding by train from Hamilton to (9½ M.) *Tillietudlem*, with the ruins of the castle (*Craignethan*) immortalised in Old

Mortality, and going on thence to (6 M.) *Lanark* (see below), taking Stonebyres on the way; or we may go by coach direct to (4½ M.) Lanark.

2. To THE FALLS OF CLYDE (one day). Railway from the Central Station to Lanark (26 M.) in 1-1¼ hr. Circular tickets (8*s*., 5*s*. 6*d*.; from Edinburgh 11*s*. 6*d*., 7*s*. 6*d*.), available in either direction, are issued for a combination of this route with Tillietudlem (see p. 511); train to *Lanark*; coach from the station to *Corehouse W. Lodge* (for Cora and Bonnington Linns) and back to *Lanark*; to (1¼ hr.) *Crossford* (hotel) viâ *Cartland Crags* and (½ hr.) *Stonebyres* (adm. 3*d*.); footpath to (1½ M.) *Tillietudlem*. — Lanark (*Clydesdale* R. from 3*s*. 6*d*., L. 2*s* 6*d*., D. from 3*s*. 6*d*.; *Black Bull*, pens. 6*s*. 6*d*.), a small town with 1930 inhab., was the scene of the earliest exploits of William Wallace (13th cent.). From 1784 onwards it was the home of Robert Owen, the Socialist (p. 284), who owned the mills at New Lanark, in which he carried on several interesting socialistic experiments. In visiting the Falls of Clyde from Lanark the following is perhaps the best plan. After leaving the station we take the first street to the left, and immediately afterwards turn to the right. Near the Black Bull Hotel we turn to the left, and at the fork we keep to the right. The road now descends (road to the right between two houses to be avoided) to the first lodge of *Bonnington House*, in the grounds of which (adm. 6*d*.) are the falls of (½ M.) *Cora Linn* (85 ft.) and (½ M.) *Bonnington Linn* (30 ft.). We then return to Lanark, pass through the town, and proceed to the W. At the (½ M.) fork we take the lower road to the left. At (½ M.) *Kirkfield bank* we cross a bridge over the Clyde. [About ½ M. to the N., on the *Mouse Water*, are the pretty **Cartland Crags*, best viewed from the viaduct over the ravine.] At the inn on the other side of the bridge we obtain a ticket for *Stonebyres* (3*d*.), 68 ft. high and with the greatest volume of water of the three falls, which lies 1¼ M. farther on. Crossford (see above) is 2 M. beyond Stonebyres.

In regard to the following excursions on the *Clyde*, comp. pp. 509, 510, 549 (Circular Tours) and the remarks on p. 538 as to steamers.

3. To ARROCHAR, a pleasant excursion for one day. Steamer from Greenock or Gourock (p. 550) to *Arrochar* in 2 hrs. (return-fare from Glasgow 4*s*., 3*s*. 3*d*.). — Arrochar (*Arrochar Hotel*, R. or D. 3*s*.) lies at the head of the long and narrow Loch Long (p. 550). From Arrochar we may return direct by steamer or walk or drive (coach) across to (2¼ M.) *Tarbet* on *Loch Lomond* (p. 546), returning by steamer to *Balloch* (p. 516) and thence to Glasgow by railway (fare for the round, including coach, 7*s*., 5*s*.). Or we may return by train from the *Arrochar and Tarbet* station (p. 556) to Glasgow.

4. To GARELOCHHEAD (one day). We take the train to (23 M.) *Craigendoran* or to (24¾ M.) *Helensburgh* (p. 555), at the mouth of the Gareloch, and proceed thence by steamer viâ *Row* (p. 556), *Ro eneath*, *Clynder* (summer-resorts on the W. bank of the loch), and *Shandon* (p. 556), to (1 hr.'s voyage) *Garelochhead* (p. 556; return-fares from Glasgow 3*s*. 6*d*., 2*s* 7*d*.). We may return by the West Highland Railway.

5. To LOCHGOILHEAD (one day). Steamer from Greenock or Gourock (p. 550) in 1½ hr. (return-fares from Glasgow 4*s*., 3*s*. 3*d*.).

6. To ROTHESAY (p. 551; one day), viâ Greenock or Wemyss Bay.

7. To ARDRISHAIG and back by the 'Columba' (p. 549) or 'Iona', one day; return-fares from Glasgow 6*s*., 3*s*. 6*d*., from Greenock 5*s*. 3*s*.

8. To THE ISLAND OF ARRAN (two days). The quickest route is by train to (1-1¼ hr.) *Ardrossan* (see R. 68) and thence by steamer to (40 min.) *Brodick*, *Lamlash*, and (40 min.) *Whiting Bay* (fares 4*s*. 6*d*., 2*s*. 9*d*.). — A longer but more interesting route is by steamer all the way from Glasgow. The voyage may be shortened (comp. p. 538) by joining the steamer at Greenock (p. 550) Gourock (p. 550), Wemyss Bay (p. 543), or Craigendoran (p. 555). It is possible, but not advisable, to make this excursion in one day. The steamer touches at Rothesay, steams through the Kyles of Bute (p. 551), and calls at *Corrie* (Hotel), *Brodick* (*Douglas Hotel*), *Lamlash* (Ship), and *Whiting Bay*, all on the E. coast of the island. A coach plies in summer from Whiting Bay to *Lagg*, at the S. end of Arran. The picturesque *Brodick Castle* and nearly the whole of the mountainous Isle of

Arran, which is about 20 M. long and 12-18 M. wide, belong to Lady Mary Hamilton. The best short excursion (6 hrs.) is to ascend from Brodick to (2-2½ hrs.) the top of *Goat Fell (2866 ft.; *View), descend through the wild *Glen Sannox (1-1½ hr.), and return along the coast viâ (1½ M.) Corrie to (4½ M.) Brodick. *Loch Ranza (inn), at the N. end of the island, 9 M. from Corrie, also deserves a visit (direct steamer, see below). — The walk round the island (ca. 50 M.) is interesting.

9. To Campbeltown (1 or 2 days). From Glasgow we take the train to Gourock or to Wemyss Bay. From the former a steamer sails daily viâ *Loch Ranza* (see above), *Pirnmill*, and *Carradale* to (ca. 4 hrs.) Campbeltown; from Wemyss Bay a turbine steamer proceeds viâ Fairlie, Loch Ranza, and *Machrie Bay*. *Campbeltown* (Argyle Arms; White Hart) is a whiskey-distilling place on the Mull of Cantyre, 15 M. from the S. extremity. Coach from Campbeltown to *West Tarbert*, see p. 564. A light railway runs from Campbeltown to (5 M.) *Machrihanish Bay* (Ugadale Arms), a summer-resort on the W. coast of the Mull, with good golf-links.

10. To Inveraray (1-2 days). For this excursion there are four different routes, among which it is difficult to choose: *a*. By steamer ('Lord of the Isles', well equipped, or turbine steamer 'King Edward') from Glasgow, Greenock, or Gourock to Inveraray direct; *b*. To *Arrochar* by steamer (p. 542) or by railway (R. 71; 1¼-1½ hr.) and thence on foot or by carriage through *Glencroe* (20 M.); *c*. To *Lochgoilhead* (see p. 542), thence by coach or on foot through *Hell's Glen* to (9 M.) *St. Catherine's Ferry* (hilly road), and from St. Catherine's to Inveraray by small steamer in ¼ hr.; *d*. From Greenock or Gourock by steamer ('Lord of the Isles', see p. 549) to *Dunoon*, by coach to *Loch Eck* (*Inverchapel*; 8 M.), by steamer to the N. end of this loch (6 M.), and by coach to *Strachur* (5 M.), where we rejoin the 'Lord of the Isles', 4 M. before Inveraray (in all, 5 hrs. from Greenock).

From Glasgow to *Ayr*, see R. 68; to *Oban*, see R. 70; to *Fort William* and *Mallaig*, see R. 71; to the *Trossachs*, see R. 69.

68. From Glasgow to Ayr and Stranraer.

100 M. Railway from St. Enoch's Station in 3¼-4 hrs (fares 14*s*. 8*d*., 7*s*. 3*d*.). To (41½ M.) *Ayr* in 1-2 hrs. (fares 5*s*., 2*s*. 6*d*.). Paisley may be reached also from the Central Station; or by *Electric Tramway*.

Glasgow, see p. 537. The line first traverses a busy industrial region. 7 M. **Paisley** (*Globe*, R. 3*s*., D. 3*s*. 6*d*.), a smoke-begrimed industrial town on the *Cart*, with (1908) 90,300 inhab., has large thread (Coats & Clark), shawl, and corn-flour (Brown & Polson) factories. The fine **Abbey Church*, dating in its present form from the 14-15th cent., was originally founded in 1163. It contains the tomb of Marjory, daughter of Robert Bruce. The *Coats Memorial Church* (Baptist) claims to be the most imposing modern church in Scotland, next to St. Mary's Cathedral in Edinburgh (p. 533). Handsome *Town Hall*. In the Fountain Gardens is a *Statue of Burns* (1896) and in the abbey-grounds are statues of *Robert Tannahill* (1774-1810), the poet, and *Alexander Wilson* (1766-1813), the ornithologist, who, like John Wilson ('Christopher North'; 1785-1854), were natives of Paisley.

From Paisley a branch of the Glasgow & South Western Railway runs viâ *Elderslie* (p. 550), *Bridge of Weir*, and *Kilmalcolm* to (17 M.) *Greenock* (p. 550; Princes Pier Station); while the Caledonian Railway goes on viâ *Port Glasgow* (p. 550) to *Greenock* (Central and West Stations) and (18½ M.) *Gourock* (p. 550). From Port Glasgow another branch of the latter company runs viâ *Upper Greenock* to *Inverkip* and (23½ M. from Paisley) *Wemyss Bay* (Hydropathic), a summer-resort and important steamer centre.

From (11 M.) *Johnstone* a branch-line runs to *Kilbirnie* (9 M.), and at (23 M.) *Dalry* another diverges for *Kilmarnock* (11 M.; p. 522). — 26½ M. **Kilwinning** *(Eglinton Arms)*, with a ruined priory (12th cent.), lies near *Eglinton Castle* (park open on Sat.).

A branch-line runs hence viâ *Stevenston* and *Saltcoats* to (5 M.) **Ardrossan** *(Eglinton Arms; Station)*, whence steamers ply to Arran (p. 542) and Belfast, and goes on thence to *Fairlie* (steamer to *Millport*, on Great Cumbrae) and (17 M.) *Largs*, a watering-place. — Kilwinning, Ardrossan, etc. may be reached also from the Central Station at Glasgow.

Beyond (30 M.) *Irvine*, with a busy trade in coal, the railway skirts the sea, passing the watering-places of (35 M.) *Troon* (*Marine Hotel; Amer. Consular Agent, P. H. Waddell) and (38½ M.) *Prestwick*, both with good golf-links.

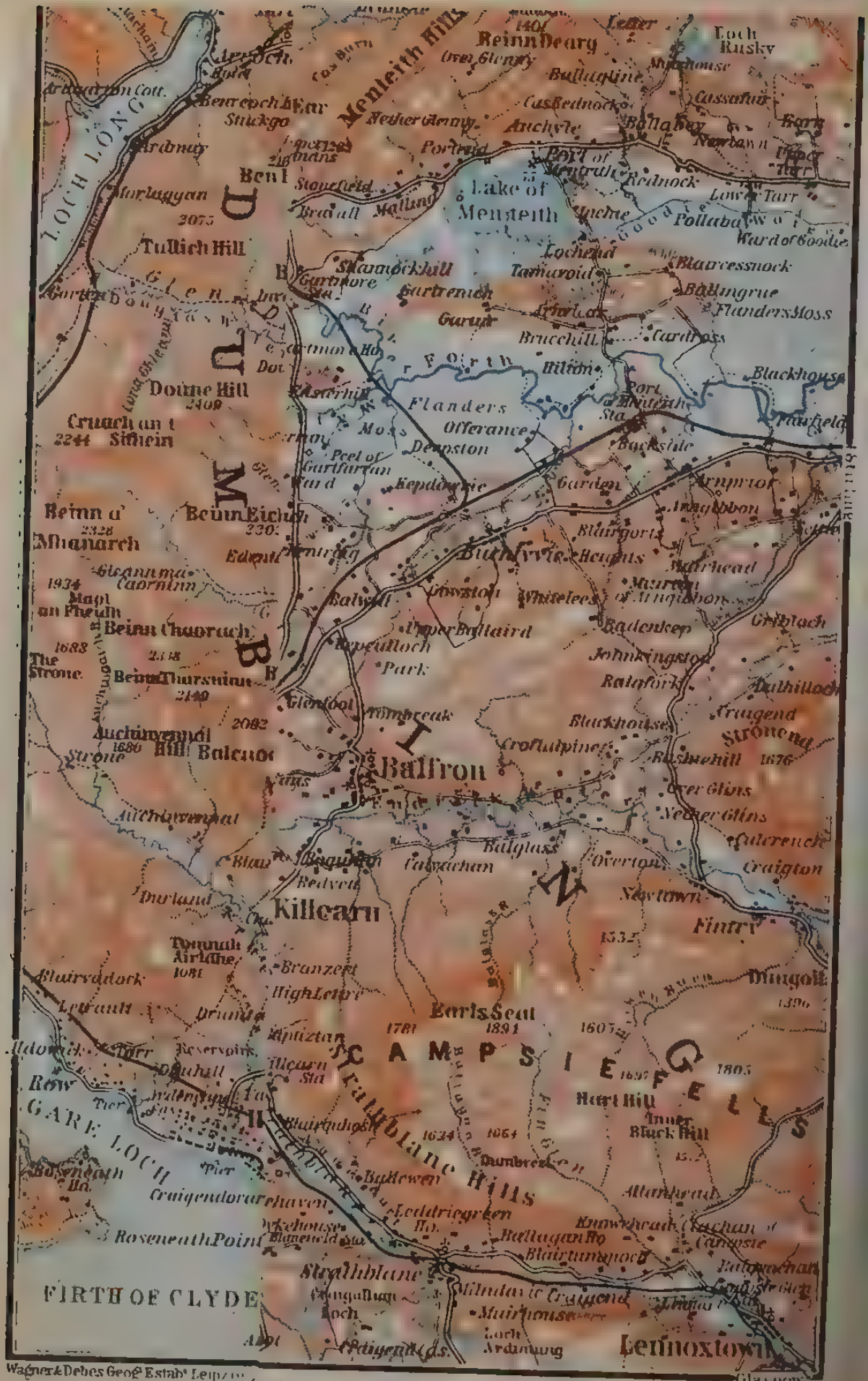
41½ M. **Ayr** *(*Station*, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*; *Dalblair*, R. 4*s.* 6*d.*, D. 5*s.*; *King's Arms)*, an ancient seaport with (1901) 28,624 inhab., is chiefly interesting as the centre of the 'Burns Country'. A statue of the poet, by *Lawson*, was unveiled in front of the railway-station in 1891. The '*Auld Brig*', dating from the end of the 15th cent., is still standing; while the '*New Brig*' of the poem (1788) was rebuilt in 1879. The *Pier* affords a good view of the mountains of Arran (p. 542). The *Wallace Tower* (130 ft. high) was built in 1832 on the site of an old tower, in which the hero is said to have been imprisoned.

From Ayr Station to the Brig o' Doon, 2¼ M., tramway in ¼ hr. (2*d.*, from the town 3*d.*); railway to *Alloway*, see below. The road leading to the S. from Burns's statue (see above) follows approximately the line taken by 'Tam o' Shanter', who is supposed to have started from the Tam o' Shanter Inn in High Street. It passes (2 M.) the *Cottage* in which Robert Burns was born in 1759, containing a few relics of the poet (adm. 2*d.*). Beside it is a *Museum* with a larger and interesting collection of similar memorials. The whole country-side is full of associations with Burns's poems. About ⅓ M. farther on is *Auld Alloway Kirk*, between which and the road is the grave of Burns's father. Just beyond the church are two bridges over the *Doon*, the old one being that over which Tam o' Shanter escaped with such difficulty. The gardens adjoining the bridges contain the *Burns Monument* (adm. 2*d.*), a pretentious and somewhat incongruous structure in the style of a Greek temple (view and interesting relics), and a grotto with figures of Tam o' Shanter and Souter Johnny.

From Ayr to Girvan by the Coast, 21 M., railway in 50 min.-1¼ hr. (fares 3*s.* 7*d.*, 1*s.* 9*d.*). This line, skirting the Carrick coast affords fine views, in clear weather, of the Mull of Cantyre, Arran, Ailsa Craig, and the Irish coast. — Beyond (3 M.) *Alloway*, close to the Auld Kirk (see above), we traverse a tunnel and cross the *Doon*. — 6 M. *Heads of Ayr*. 8 M. *Dunure* has a ruined castle (13th cent.), one of the original seats of the Kennedies, who ruled all this part of the country. To the right we have a view of *Culzean Castle* (Marquis of Ailsa), the station for which is (13 M.) *Glenside*. The park of the castle is open on Wed. by order from the estate-office at Maybole (p. 545). — A little to the S. of (14½ M.) *Maidens* stood the farm-house of *Shanter*, now pulled down. — 16½ M. *Turnberry* (*Station Hotel, R. from 3*s.* 6*d.*, D. 5*s.*, of the first class) has an excellent golf-course and a ruined castle, once occupied by Robert Bruce. — 21 M. *Girvan*, p. 545.

From Ayr to Dalmellington, 14½ M., railway in 1¼ hr. The line ascends the valley of the *Doon*. About 3½ M. to the S. of (14½ M.) *Dalmellington* (Eglinton Arms; Black Bull), a village with coal-mines and iron-works, is *Loch Doon*, 5½ M. long, at the foot of which is *Glen Ness*. A road goes on from Dalmellington to (10 M.) Carsphairn (p. 523).

Crianlarich
Ardlui
Pier
Ardleish
Stob nan Eighrach
2451
Meall Mhor
2247
An Garadh
Glengyle
Dowar Glengyle
Cnap na Criche
Stuckindrein
Doune
Ben Vorlich
Lochstor
3092
Little Hills
2602
Ardvorlich
Loch Voil
Beinn Dubh Stoy
2509
Beinn a'Chaorn
2524
Portnellan
Moal Mor
2249
Black Island
Callach
Stronachlachar Hotel
Pier
Coalbarns
Stoban Fhaime
2144
Garrison
Corriekirk
Rob Roy's Cave
Inveruglas
Inveruglas Isl.
Inveruglas Pier
Ferry
Falls
Loch Arklet
Arklet Water
Corrichichon
Meall Meadhonach
Castell
Ben Vane
3004
Upper Glen Croe
Dubh Chuan
945
Crois
2785
Cruachan
1762
Beinn Fhaime
1962
Gleann Gaoithe
Cruach Tairbert
1536
Tarbert
Cruinn a'Beinn
2077
Beinn
Loch Lomond



Menteith Hills
Reinn Dearg
Loch Rusky
Lake of Menteith
Port of Menteith
Tullich Hill
Doune Hill
Cruach an t Sithein
Beinn a' Mhanarch
Beinn Chaorach
Beinn Tharsuinn
Auchinvennal Hill
Balfron
Killearn
Earls Seat
Strathblane Hills
Strathblane
Lennoxtown
Flanders Moss
Blackhouse
Fintry
Dungoil
Hart Hill
Inner Black Hill
Craigend
Loch Ardinning
Roseneath Point
FIRTH OF CLYDE
GARE LOCH
LOCH LONG
Kilometres
Wagner & Debes Geog. Estab. Leipzig

Steamers ply daily from Ayr to *Belfast;* thrice weekly to *Larne;* and once weekly to *Campbeltown* (p. 543). — From Ayr to *Muirkirk* and *Lanark*, see p. 522; to *Kilmarnock*, see p. 523.

The main line to Girvan turns inland at Ayr, and runs viâ *Dalrymple* and *Cassilis* to (50 M.) **Maybole** *(Commercial; King's Arms)*, which lies 2 M. from *Crossraguel Abbey* (13th cent.) and 4½ M. from *Kirkoswald*, a village with many associations with Burns, including the graves of Tam o' Shanter and Souter Johnny. — We next traverse the most picturesque part of the route. — 63 M. **Girvan** (*King's Arms*, R. from 3*s.*, pens. 9*s.*), a summer resort, whence an excursion-coach (fare 4*s.* 6*d.*) runs daily to (13 M.) *Ballantrae*, returning viâ *Colmonell* and the vale of the *Stinchar* (30 M. in all). — Beyond Girvan the line ascends, commanding a magnificent sea-view on the right. *Ailsa Craig* (boat from Girvan, about 20*s.*) is conspicuous, 10 M. from the mainland. We pass four small stations and traverse a dreary moorland to (87½ M.) *New Luce*, about 5 M. beyond which the ruins of Luce Abbey (p. 523) appear on the left. — Before (94 M.) *Dunragit* (p. 523) we join the line from Dumfries to Stranraer. Thence to (100 M.) *Stranraer*, see p. 523.

69. From Glasgow to Edinburgh viâ Loch Lomond, Loch Katrine, and Stirling.

Railway to *Balloch* in ⅔-1 hr.; Steamer to *Inversnaid* in 1½-1¾ hr.; Coach to *Loch Katrine* in 1 hr.; Steamboat to the *Trossachs* in ¾ hr.; Coach to *Callander* in 2¼ hrs. (including halt of ½ hr. at the Trossachs Hotel); Railway viâ *Stirling* to *Edinburgh* in 1½-2½ hrs. (or viâ Stirling direct to *Glasgow* in 1¼-2 hrs.). This tour, which takes in all 11-12 hrs., is in favourable weather one of the most delightful in the United Kingdom. It is better to take two days for it, sleeping at *Rowardennan* and climbing *Ben Lomond* on the following morning. The *Circular Tour Tickets* are available for 7 days, and the journey may be broken at any point. Fares from Glasgow and back (omitting Edinburgh) 18*s.* 11*d.*, 15*s.* 10*d.*; from Glasgow to Edinburgh (or vice versâ) 21*s.* 2*d.*, 17*s.*; from Edinburgh and back, including Glasgow, 26*s.*, 19*s.* 6*d.* — Carriage and pair from Inversnaid to Loch Katrine 10*s.*, gratuity 2*s.*; from the Trossachs to Callander 15*s.* and 3*s.* 6*d.*; from Inversnaid to Stronachlachar 7*s.* 6*d.*-10*s.* and 1*s.* 6*d.*-2*s.* 6*d.*

The Trossachs tour from Glasgow to Edinburgh may be made also viâ *Aberfoyle* (fares as above); see p. 549.

Trains start at *Queen Street Station* (Low Level) and at the *Central Station* (Low Level) and follow at first the underground railways indicated at p. 538. Beyond (10 M.) *Dalmuir*, where the routes unite, we approach the busy waterway of the *Clyde*. At (13 M.) *Bowling* begins the *Forth & Clyde Canal*. — 16 M. **Dumbarton** *(Elephant)*, an industrial town with 17,000 inhab., is commanded by a *Castle*, strikingly situated on a precipitous rocky hill (280 ft.) and presenting a very picturesque appearance, especially when seen from the Clyde. Dumbarton Castle plays a prominent part in Scottish history, and was one of the four fortresses secured

to Scotland at the time of the Union. The town lies at the mouth of the *Leven*, through which Loch Lomond discharges its waters. — The train now turns to the N., leaving the West Highland Line (R. 71) to the left. At (18 M.) *Renton* is a monument to Tobias Smollett (1721-71), who was born at *Dalquharn*, a little to the S. — At (21 M.) **Balloch** (*Colquhoun Arms; Tillychewan Arms*, temperance) the train runs on to the pier, alongside the steamer (with restaurant, D. 2*s.* 6*d.*). Balloch lies at the S. end of ***Loch Lomond**, the largest (25 M. long, 1-5 M. wide) and in some respects the most beautiful of the Scottish lakes. Its beauty is enhanced by many wooded islands, among which the steamer threads its way. *Luss* (*Hotel), our first or second stopping-place, lies on the W. bank of the lake, at the point where it begins to contract. The majestic ***Ben Lomond** (3192 ft.) forms the background to the right; those who wish to ascend it disembark at *Rowardennan* (Hotel, R. or D. 4*s.*).

The ascent of Ben Lomond takes 2-3 hrs. (descent 1½-2 hrs.) and is easily accomplished (guide not indispensable; pony with guide 8-10*s.*). The path is marshy and sometimes not very distinct; it disappears entirely at a marshy tract about halfway up, and here we bear to the left and soon come in sight of the cairn which serves as a land-mark. The *View is very extensive, stretching on the S.E. over the Lowlands as far as Edinburgh; to the W. lies Loch Lomond, with the Cobbler, Ben Vane, Ben Vorlich, and other mountains surrounding it; more to the right are the twin-peaks of Ben Cruachan and the tent-shaped Ben More. — The descent may be made to Inversnaid (see below) or to *Aberfoyle* (p. 549), to the S.E.

Beyond Rowardennan the steamer skirts the rocky *Craig Royston*, in which appears a cave known as 'Rob Roy's Prison'. It then crosses to **Tarbet** (**Hotel*, R. 4*s.* 6*d.*, B. 3*s.*), prettily situated on the W. bank, and commanding the best view of Ben Lomond. Railway-station, see p. 556. — Our steamboat-journey ends at **Inversnaid** (*Hotel*, R. 4*s.*, D. 4*s.* 6*d.*), one of the finest points on Loch Lomond, affording splendid views of the mountains above Arrochar. Just before reaching the pier we pass a pretty waterfall.

The steamer goes on to (20-25 min.) *Ardlui* (Hotel, R. or D. 4*s.*), at the head of the loch, and returns later to Inversnaid. Railway-station, see p. 556. Coaches (fare 4*s.*) ply twice daily from Ardlui viâ (2 M.) **Inverarnan Hotel* and up *Glen Falloch* to (6½ M.) *Crianlarich* (p. 556), whence we may proceed by railway to Oban (p. 552), *Fort William* (p. 561), or *Killin* (p. 576). — A small-boat or walking excursion may be made from Inversnaid to *Rob Roy's Cave*, 1 M. to the N., with an almost invisible entrance.

At Inversnaid the steamer is met by a coach to take the passengers across the ridge between Loch Lomond and Loch Katrine, a distance of 5½ M. Those who prefer it have usually time (1¾ hr.) to walk, but the ascent from this side is long and somewhat fatiguing. The road passes the ruins of an old castle and the small *Loch Arklet*. On reaching *Stronachlachar* (*Hotel, R. 4*s.*, L. 2*s.* 6*d.*, D. 4*s.* 6*d.*), we embark in the small steamer that plies on ***Loch Katrine**, a beautiful lake about 9½ M. long. The finest scenery is at its E. end, where steep cliffs alternate with beautiful woods, in which the bright green foliage of the birch is predominant.

Here, too, is the charming little **Ellen's Isle*, immortalized in the 'Lady of the Lake', a poem that renders all other guidebooks almost superfluous for this part of Scotland. To the right towers the noble form of *Ben Venue* (2393 ft.). Some traces of the works for conveying the water of Loch Katrine to Glasgow (comp. p. 538) may be seen on the S. shore. — From the pier to Aberfoyle, see p. 549.

The ***Trossachs** ('bristling country'), a richly-wooded and romantic valley, begin immediately to the E. of Loch Katrine, and there are few more beautiful districts in Scotland than that between Ellen's Isle and the (1¼ M.) *Trossachs Hotel* (R. 4*s.*, B. 3*s.*, D. 5*s.*), on the bank of the small **Loch Achray*. The coach waits ½ hr. at the hotel, and luncheon (2*s.* 6*d.*) is ready for the passengers. At the E. end of Loch Achray we pass (1½ M.) the *Brig of Turk*, and 1 M. farther on we reach **Loch Vennachar*, along the N. side of which the road runs for 4 M. To the left rises *Ben Ledi* (see below). At the E. end of the loch was *Coilantogle Ford*, the scene of the combat between Fitzjames and Roderick Dhu. On a hill to the left, shortly before we reach (2 M.) Callander, is a curiously perched boulder known as 'Samson's Putting Stone'.

Callander (**Dreadnought; Ancaster Arms; Caledonian Temperance*, *Hydropathic*, both well spoken of), a favourite centre for Highland tourists, is picturesquely situated on the *Teith*.

Those who have not time to take the tour mentioned at p. 555 should at least walk or drive (one-horse carr. there and back 6-7*s.*) through the picturesque *Pass of Leny* to (3½ M.) °*Loch Lubnaig* (comp. p. 555). Tolerable walkers should extend this excursion to *Strathyre* (hotel), 5½ M. farther on, beyond the head of the lake, and return thence by train.

About 1½ M. to the N. of Callander are the **Falls of Bracklinn**, in a romantic wooded gorge. Crossing the railway by a bridge about ½ M. to the E. of the station, we ascend by a rough road to (4-5 min.) a small wood, beyond which a footpath, to the right, leads to the falls. We cross the little wooden bridge and explore the pretty points of view on the opposite bank. — Callander is the usual starting point for an ascent of **Ben Ledi** (2875 ft.; 2½-3 hrs.; °View).

From Callander we continue our journey by railway. To the right, at (8 M.) *Doune* (Woodside), is a picturesque ruined castle. — 11 M. **Dunblane** (*Stirling Arms; *Hydropathic*) has an E.E. *Cathedral (13th cent.), with a Norman tower, restored in 1892 and now used as the parish-church (adm. 3*d.*). Pleasant walk through *Kippenross Park* (open on Tues. & Thurs.) to Bridge-of-Allan. A little to the W. of Dunblane is the field of *Sheriffmuir* (battle 1715). — 13 M. **Bridge-of-Allan** (*Royal; Queen's*, pens. from 5*s.*; *Carmichael's Temperance; Hydropathic*, pens. from 7*s.* 6*d.*), an inland watering-place, with mineral springs, famed for its mild climate.

16 M. **Stirling** (**Golden Lion*, King St., ¼ M. from the station, R. 4*s.*; *Royal; Lennox's Station Hotel; Waverley*, R. or D. from 2*s.* 6*d.*, temperance, highly spoken of), an ancient town with 18,400 inhab., is situated on the *Forth*, 35 M. above Edinburgh, and was formerly a favourite residence of the Scottish sovereigns. The

picturesque and venerable *Castle is situated upon a lofty height resembling the castle-rock of Edinburgh. On the Esplanade is a *Statue of Robert Bruce.*

Stirling Castle plays a prominent part in Scottish history. In 1304 it was taken by Edward I. of England after a siege of three months, but it was retaken by Bruce ten years later, after Bannockburn. James II. (1430) and James V. (1512) were born in the castle; and here, in 1452, James II. stabbed the rebellious Earl of Douglas.

We first enter the Lower Court (guide, 6*d.* each, unnecessary), in which, to the left, stands the Gothic *Palace of James V.* (16th cent.). Thence we pass into the Upper Court, on the E. side of which stands the *Parliament House*, and on the N. the *Chapel Royal.* The passage to the left of the latter leads to the *Douglas Gardens*, whence a flight of steps ascends to the *Douglas Room*, the scene of the above-mentioned tragedy. Good views are obtained from the garden-wall behind the governor's house: to the extreme left (W.) Ben Lomond, then Ben Venue, Ben Ledi, and Ben Vorlich; to the N. and E. the Ochils; nearer, Bridge-of-Allan, the Abbey Craig and Wallace Monument, Cambuskenneth Abbey, and the 'Links of Forth'; to the S., Bannockburn.

We now pass through the park-like *Cemetery*, with its handsome Martyrs' Memorial, to the ancient *Greyfriars' Church* (1494; adm. 2*d.*); fine view from the highest part of the churchyard (orientation-table). Adjacent is *Cowane's Hospital* or *Guildhall*, with a small museum. — Among the interesting old houses of Stirling are *Argyle's Lodging*, in Castle Wynd, built in the 17th cent. (now a military hospital), and *Mar's Work*, a little lower down, a fragment of a house of the Earl of Mar (16th cent.).

Excursions from Stirling. About 1½ M. to the S. of Stirling lies the village of *St. Ninian* (tramway 1*d.*), and ½ M. farther on is the field of Bannockburn, where Robert Bruce defeated the army of Edward II., thrice as large as the Scottish army, in 1314. The '*Bore Stone*', on which the Scottish standard was planted, is still pointed out (view). — At *Sauchieburn*, 3 M. to the S.W. of Bannockburn, James III. was defeated by his insurgent nobles in 1488. *Beaton's Mill*, the house in which he was assassinated after the battle, still exists.

Cambuskenneth Abbey (adm. to tower 2*d.*), on the left bank of the Forth below Stirling, founded by David I. in 1147, became the wealthiest Augustine monastery in Scotland. James III. and his wife Margaret of Denmark are buried in the abbey. We turn to the right on leaving the station, descend the right bank for ¾ M., and cross by the ferry (½*d.*).

Just above the new bridge the Forth is spanned by the interesting *Old Bridge*, of the 15th cent., on which Archbp. Hamilton, the last Roman Catholic prelate in Scotland, was hanged for participation in the murder of the Regent Moray (1570). The famous battle of Stirling, in which Wallace defeated the English in 1297, took place a little farther up, near an old wooden bridge, which has long since disappeared.

Tramway-cars ply every 20 min. from Stirling to (3 M.) *Bridge-of-Allan* (see p. 547; fare 3*d.*), passing, on the right, the *Abbey Craig* (362 ft.; *View), which is surmounted by the *Wallace Monument* (adm. 2*d.*).

From Stirling to Kinross, 23 M., railway in ¾-1¼ hr. (fares 3*s.* 11*d.*, 1*s.* 11½*d.*). — 6½ M. **Alloa** (*Royal Oak*), with 11,400 inhab., the county-town of Clackmannanshire, is also on the direct line to Edinburgh viâ Dunfermline (p. 574) and the Forth Bridge. — 12½ M. **Dollar** (180 ft.; *Castle Campbell Hotel*), a small town with a good public school (500-600 pupils), near which is the finely situated **Castle Campbell* (adm. 6*d.*; view). From the castle we may ascend *Ben Cleuch* (2363 ft.; 1½ hr.), the highest of the *Ochils* (view). — 16½ M. *Rumbling Bridge* (hotel), station for the **Rumbling Bridge*, crossing the romantic gorge of the *Devon* (adm. to walks 6*d.*). Near

the bridge is the *Devil's Mill Fall*, and 1 M. lower down is the **Cauldron Linn*. — 23 M. *Kinross* (Green Hotel; Kirkland's), a small town on Loch Leven, a lake 4 M. long and 2 M. wide, famed for its trout (boat, with boatman, 2*s*. 6*d*. per hr.). On an island in the loch is an old castle in which Queen Mary was imprisoned in 1567, making her escape in 1568 (comp. Scott's 'Abbot'). From Kinross to Edinburgh (1-1½ hr.), see p. 574.

From Stirling to Aberfoyle, 21½ M., railway in ¾-2 hrs. (fares 3*s*. 1*d*., 1*s*. 6½*d*.). — The line diverges to the left from the main line to Callander and runs along the S. side of the *Forth*. 6 M. *Gargunnock*; 9 M. *Kippen*; 13 M. *Port of Menteith*, 4 M. to the S. of the *Lake of Menteith* (see below). — 15½ M. *Buchlyvie*, and thence to *Aberfoyle*, see below. Beyond Buchlyvie the line goes on to (28 M.) *Balloch* (p. 516).

From Stirling to *Alloa* and *Dunfermline*, see p. 574.

The railway from Stirling to Edinburgh joins the Edinburgh and Glasgow line at *Polmont Junction* (p. 536).

The stages on the alternative route viâ *Aberfoyle*, mentioned at p. 545, are as follows: — Railway from Glasgow to Buchlyvie and Aberfoyle, 34 M., in 1¼-1¾ hr.; Coach from Aberfoyle to Loch Katrine Pier, 7 M., in 1½ hr. (fare 4*s*. 6*d*.); thence as at p. 547. — The train starts at the *Queen St. Station* (p. 537) and diverges to the N. (left) from the Edinburgh line at (6¼ M.) *Lenzie* (p. 536). 8½ M. *Kirkintilloch*. Beyond (11 M.) *Lennoxtown* it traverses the pretty *Campsie Glen*. 20 M. *Killearn*. At (22½ M.) *Gartness* we join the Balloch-Stirling line and turn to the right. *Loch Lomond* (p. 516) lies about 4 M. to the W. At (24½ M.) *Balfron* the pipes of the Loch Katrine aqueduct (p. 547) cross the railway. 28 M. *Buchlyvie* (Red Lion) is the junction of the short branch-line to (6 M.) **Aberfoyle** (*Baillie Nicol Jarvie Hotel*), which traverses a swampy moorland and passes 2 M. to the W. of the small *Lake of Menteith* (see Scott's 'Rob Roy'). The ascent of *Ben Lomond* (p. 516) may be made from Aberfoyle in ca. 4½ hrs. — The road from Aberfoyle to the Trossachs (7 M.) affords a good view of *Ben Ledi* (p. 547) and a glimpse of *Loch Vennachar* (p. 547), to the E., and a view of *Loch Katrine* and the mountains around and beyond it, to the W. To the right lies the pretty *Loch Drunkie*. Finally we pass the W. end of *Loch Achray* (p. 517) and join the above-described route at the *Trossachs Hotel* (p. 547).

70. From Glasgow to Oban. Western Scotland.

From Glasgow to *Oban*, 120 M., steamer daily in 10 hrs., starting at 7 a.m. (fares 13*s*., 7*s*. 6*d*.). As far as *Ardrishaig* (see p. 551) we travel by the admirably appointed 'Columba', probably the finest river-steamer in Europe, with an excellent restaurant (B. 2*s*., D. 2*s*. 6*d*.), drawing-rooms, baths, post-office, etc. Travellers may leave Glasgow by rail (*St. Enoch's* or *Central Station*) at 8.15-8.30 a.m., or Edinburgh (*Caledonian* or *Waverley Station*, p. 524) at 7-7.30 a.m., and join the steamer at *Greenock*, *Gourock*, or *Dunoon* (comp. p. 551). From Ardrishaig travellers proceed either viâ the Crinan Canal (p. 552) or viâ Loch Awe (p. 552), the latter route being the longer by about 1½ hr. (fares 19*s*., 13*s*. 6*d*.). At the height of the season the 'Iona', leaving Greenock at 9.50 and Wemyss Bay at 10.40 a.m. for Ardrishaig direct, has similar through-connection with Oban; but passengers by later steamers do not get farther than Ardrishaig.

An alternative route is that viâ *Inveraray* and *Dalmally*. The 'Lord of the Isles' which follows practically the same course as the Columba to Loch Fyne reaches (91 M.) Inveraray in time for the coach to Dalmally. Other routes from Glasgow to Inveraray, see p. 543.

Travellers may go by any of these routes as far as Oban and return thence by train in one long day, reaching Edinburgh again at 11.15 and Glasgow at 11.30 p.m. Circular tour fares: from Glasgow 21*s*., 14*s*. 6*d*.; from Edinburgh 29*s*., 15*s*. 6*d*. Holders of third-class tickets may travel in the cabin of the steamers on paying 4*s*. 6*d*. extra to the purser.

Oban may be reached also by railway, either viâ the Caledonian line (p. 555; 116 M. in 3½ 5 hrs.) or viâ the West Highland Line of the N.B.R. (R. 71), changing stations at Crianlarich (to Oban, 101 M., in 4¼-4½ hrs.). Or we may travel viâ Balloch and Loch Lomond to Ardlui (R. 69) and proceed thence by coach or train to Crianlarich.

Those who prefer it may go to Oban all the way by steamer ('Chieftain' or 'Claymore') in about 14-15 hrs., leaving Greenock at 6.30 p.m. on Mon. and Thurs. (fare 10*s.*), or by the 'Cavalier' leaving Greenock on Frid. at 5 p.m. The route, a very fine one for good sailors, leads past *Arran* (see p. 542), round the *Mull of Cantyre* (often stormy), and then to the N. between the mainland and the islands of *Islay* and *Jura*. Beyond Oban the 'Cavalier' goes on to *Inverness* (69 hrs. from Greenock) viâ the *Caledonian Canal* (R. 73), while the other steamers proceed to *Tobermory* (p. 553), *Mallaig* (p. 557), *Kyle of Lochalsh* (p. 578), *Portree* (p. 559), and *Stornoway* (p. 559; 44-54 hrs. from Greenock), calling at intermediate ports. — The 'Hebrides' or the 'Hebridean', leaving Greenock every Mon. at 6.15 p.m., sails viâ *Port Askaig* (p. 551) and *Colonsay* to *Oban*, going on thence to the Outer Hebrides (comp. p. 558), and returning from Oban on Frid. (fare for the round 35*s.*, incl. board 65*s.*).

This route may be conveniently combined with RR. 73, 74 by proceeding by railway from Inverness to Aberdeen; and the seven routes, Nos. 69, 70, 71, 72, 73, 74a, and 75, with a few excursions from the chief centres, include all the finest scenery in Scotland between Edinburgh and Glasgow on the S. and Inverness and Skye on the N.

The 'Columba' at first threads its way through the crowded shipping of the harbour, among which may usually be seen some of the Atlantic steamers of the Anchor and Allan Lines. To the right is the extensive *Queen's Dock*, to the left the *Prince's Dock*, and numerous large ship-building yards are passed on both banks. The first stopping-place is the busy suburban town of *Govan* (p. 538), opposite which (to the right) lies *Partick*. Below (6 M.) *Renfrew* (left) is *Elderslie*, the birthplace of William Wallace. 12 M. (right) *Bowling* (p. 545), a little beyond which is an obelisk commemorating *Henry Bell* (p. 538), the introducer of steam-navigation to Europe. — 18 M. *Dumbarton* (p. 545). Ben Lomond is visible to the N. in clear weather. — 18½ M. *Port Glasgow* (p. 543; left) formerly was what its name implies, but has lost its importance through the deepening of the Clyde at Glasgow. The second stoppage is (2 hrs.) —

22 M. **Greenock** (*Tontine*, R. 4*s.*, D. 3*s.*; *White Hart; Royal; Buck's Head;* Amer. Consular Agent, *J. A. Love*), a finely situated and flourishing seaport, with ample harbour accommodation, extensive sugar-refineries, and large ship-building yards, iron-foundries, and engineering works. Pop. (1908) 71,700. The '*Tail of the Bank*', part of a large sandbank off Greenock, affords the best anchorage in the Clyde. One or more men-of-war are generally to be seen here. The steamer calls first at the *Custom House Quay* here and afterwards goes on to *Prince's Pier*, where passengers by the G. & S. W. Railway join it.

Beyond Greenock the river widens. To the left is the seaside resort of **Gourock** (*Ashton*, R. 4*s.* 6*d.*, D. 4*s.*), where passengers by the Caledonian Railway embark. The trains run alongside the steamer. To the right open the long and narrow *Loch Long* (p. 542)

and the *Holy Loch*, at the mouth of which lies *Kirn*. At **Dunoon** *(Argyll; McColl's; Crown)*, a popular watering-place, the steamer is joined by passengers coming over the North British Railway viâ Craigendoran (p. 555). Near the shore rises a statue of Burns's *Highland Mary* (Mary Campbell), by D. W. Stevenson. Nearly opposite Dunoon is the *Cloch Lighthouse*. After touching at *Innellan* (Royal Hotel) we pass *Toward Point* and *Lighthouse* (right) and cross to —

40 M. **Rothesay** *(Royal*, R. 3*s.* 6*d.*, D. 4*s.*; *Queen's*, R. or D. 4*s.*; *Bute Arms*, R. 3*s.* 6*d.*, D. 4*s.*; *Glenburn Hotel-Hydro*, from 59*s.* 6*d.* per week), the capital (9300 inhab.) of the island of *Bute* and in some respects the 'Brighton' of the Clyde. The scene at Rothesay Pier, in the height of the season, is one of great bustle and liveliness. The ruins of *Rothesay Castle* (adm. free) date from the 14th century. The eldest son of the reigning monarch of Great Britain bears the title of Duke of Rothesay. Good view from *Barone Hill* (530 ft.). *Mountstuart*, a fine building, the seat of the Marquis of Bute, is 5 M. to the S.E. About 2 M. (tramway 2*d.*) to the N. of Rothesay lies the village of *Port Bannatyne* (Crown; Royal; Kyles of Bute Hydropathic, well spoken of), where cheaper lodgings may be had.

The Columba now turns to the N.W. and threads the picturesque **Kyles of Bute*, the narrow strait separating the N. end of Bute from the mainland. To the right stretch *Lochs Striven* and *Ridden*. Stations: *Colintraive* (for *Glendaruel*, 8 M.) and *Tighnabruaich* (Tighnabruaich Hotel; Royal, at Auchenlochan). Rounding *Ardlamont Point* we now enter **Loch Fyne** (famous for its herrings), while the Arran steamer (p. 542) continues its voyage southwards. The courses of the 'Columba' and the 'Lord of the Isles' here separate. The latter steams along the E. coast of Loch Fyne (see p. 552), while the 'Columba', crosses to *Tarbert* (Columba; Tarbert; Commercial), on the W. bank, whence a fine view is obtained of the Mts. of Arran to the S.; to the N., view of Loch Fyne, with the twin-peaks of Ben Cruachan in the distance.

From Tarbert a coach runs down the Mull of Cantyre to *Campbeltown* (p. 543; 35 M., fare 10*s.*). Another coach plies to (1 M.) the head of *West Loch Tarbert*, whence a steamer sails on Mon. and Thurs., viâ Jura (see below). to *Port Askaig* (hotel) and daily, except Mon. and Thurs., to *Port Ellen* (Machrie Hotel, pens. about 8*s.*; White Hart; Islay) on the island of **Islay** (through-fares from Glasgow 12*s.* 6*d.*, 5*s.*). The golf-links at Port Ellen are among the best in Scotland. *Bridgend* (hotel; omn. from Port Ellen) is a good centre from which to explore Islay. From Port Askaig a ferry plies to (½ M.) the island of **Jura**, the *Paps* of which (2400-2570 ft.) command good views.

Beyond Tarbert the 'Columba' steams up a small arm of Loch Fyne called *Loch Gilp*, and at about 1 p.m. reaches —

80 M. **Ardrishaig** *(Royal*, R. or D. 4*s.*, *Lorne; Anchor)*, where the Columba is quitted for the 'Linnet', a small steamer on the Crinan Canal.

From Ardrishaig to Oban viâ Loch Awe, 6 hrs. A coach starts in summer on the arrival of the steamer and runs viâ (2 M.) Lochgilphead *(Argyll; Victoria)*, 2 M. to the N. of Ardrishaig, frequented by summer visitors, and (8 M.) *Kilmartin* (hotel) to (16 M.) *Ford*, at the S. end of Loch Awe. A steamer (lunch on board) sails down the romantic *Loch Awe (23 M. long, 1½ M. wide), the finest scenery on which is at the N. end, passing numerous islands, on several of which are ruined castles and monasteries. From *Port Sonachan* (Hotel, R. 4*s*., D. 3*s*. 6*d*.), 4 M. to the S.W. of Cladich (see below), there is a ferry to *Taychreggan* (Hotel, R. 4*s*., D. 3*s*. 6*d*.), whence a coach runs to (8 M.) *Taynuilt* (p. 555). As the steamer proceeds the finely-shaped *Ben Cruachan* (3689 ft.) comes into sight to the N. — At *Loch Awe Station* (p. 555) we join the railway to Oban. Farther to the N. is *Kilchurn Castle*.

From Lochgilphead (see above) a coach runs daily to (23 M.; 6*s*.) *Kilmelfort* (p. 554); and from Ford (see above) another runs thrice weekly viâ the *Pass of Melfort* to (30 M.; 10*s*.) *Oban* (see below).

The **Crinan Canal**, which saves the long and often stormy voyage (75 M.) round the *Mull of Cantyre*, is only 9 M. long; but as the steamer has to pass through 12 locks, it takes 2 hrs. to the passage. Passengers may walk from *Cairnbaan* (inn), about 4 M. from Ardrishaig, and rejoin the steamer at the last lock. [In the opposite direction there is time (2¼ hrs.) to walk all the way from Crinan to Ardrishaig.] *Lochgilphead* (see above) is passed on the right. The canal is pretty, and more like a river than a canal. — At *Crinan* (hotel) the Oban steamer is in waiting, on board which dinner is served at once. The sail from Crinan to Oban takes about 2 hrs. Soon after leaving Crinan we pass between *Craignish Point* and the N. end of *Jura* (see p. 551; ferry), which is separated from the little island of *Scarba* by the tumultuous *Strait of Corrievrechan* or *Corryvreckan*. The next part of the course is sheltered by several islands, but farther on we are exposed for a time to the full swell of the Atlantic Ocean. Finally, however, we come under the lee of *Mull* (p. 553) and enter the *Sound of Kerrĕra*. — 120 M. *Oban* (see below).

Beyond Ardlamont Point (p. 551) the 'Lord of the Isles' skirts the E. shore of Loch Fyne, and opposite Ardrishaig enters the narrow upper reach of the loch, bounded by low hills. We touch at *Crarae* and *Furnace* on the W. bank, both with noted granite quarries, and then cross to (90 M.) *Strachur* (inn), where passengers from Dunoon (Glasgow) viâ Loch Eck (p. 543) re-embark. Beyond the head of the loch appears *Ben Lui* (p. 556). — 94 M. Inveraray *(Argyll Arms*, R. 4*s*., B. 2*s*. 6*d*.; *George)*, the insignificant little county-town (1000 inhab.) of Argyllshire, is beautifully situated at the N.W. end of *Loch Fyne*, in a district noted for the beauty and variety of its trees. Adjacent is *Inveraray Castle* (no adm.), the seat of the Duke of Argyll, in a finely wooded park. Fine view from *Duniquoich* (900 ft.; up and down 2 hrs.).

From Inveraray a road runs by *Glen Aray* to (10 M.) *Cladich*, near *Loch Awe* (see above), and thence to the left to (3½ M.) *Port Sonachan* (see above), and to the right, with a view of *Ben Cruachan* (3689 ft.), to (6 M.) *Dalmally* (p. 555), on the railway to (25 M.) *Oban*.

Oban. — Hotels (often crowded). *Great Western, R. 4*s*. 6*d*., D. 5*s*.; *Alexandra, to the N. of the pier; *Station, R. 4*s*. 6*d*., D. 5*s*., Caledonian, near the station, to the S. of the pier; Craig-Ard, on the hill behind the town, with fine view; *Columba, opposite the N. pier. — *Royal; *Argyll,

R. 3*s*.-3*s*. 6*d*., D. 3*s*. 6*d*.; Imperial, R. 3*s*.-3*s*. 6*d*., D. 3*s*. 6*d*.; King's Arms, R. 3*s*. 3*d*., D. 3-4*s*.; Queen's; Park. — Marine, well spoken of, Victoria (R. 2*s*. 6*d*.), Balmoral, and numerous other temperance hotels. — *Lodgings.* — *Rail. Rfmt. Rooms.*

Oban, a growing town with 5400 inhab., is picturesquely situated in a lovely bay of the *Firth of Lorn*, which is almost land-locked by the island of *Kerrĕra* (ferry 4*d*.) and forms a fine harbour, generally full of yachts and steamers. Oban is the starting-point for so many excursions and the centre of so much traffic by train and steamer, that it has been called the 'Charing Cross of the Highlands'. The obelisk on Kerrera is a memorial of *David Hutcheson*, the pioneer of steamboat traffic in the Western Highlands. On a rocky promontory on the N. side of the bay, 1¼ M. from the pier, rises *Dunolly Castle* (adm. daily); it is approached through the pretty grounds of Dunolly House, which afford fine views. In the drive leading to the house is the *Clach-a-Choin*, or dog-stone, to which it is said Fingal used to tie his dog Bran. A marine parade passes below Dunollyto Ganavan bathing-beach.

Excursions from Oban.

Walks. To the top of the hill at the back of the town (½ hr.); fine view of Oban, Kerrera, and Mull. — To *Dunstaffnage Castle*, 3½ M., coach twice daily (return-fare 1*s*. 6*d*.); also steam-launch (same fare). We follow the road leading from Oban towards the N. for about 3 M., and then take a track to the left leading along the shore past *Dunstaffnage Farm*. Dunstaffnage Castle is associated with very early Scottish history, and the 'Stone of Destiny', now forming part of the 'Coronation Chair' in Westminster Abbey (see *Baedeker's London*), was kept here before its removal to Scone in 842. In clear weather the castle affords a fine view of Loch Etive, the Mts. of Mull, etc. The lofty mountain to the E. is Ben Cruachan.

Longer Excursions. 1. **To Staffa and Iona* (steamer there and back, including 1 hr. on each of the islands, 9-10 hrs.; fare 15*s*.; B., D., & tea, 5*s*.). In fine weather this is perhaps the most delightful excursion on the W. coast of Scotland. (On three days a week the tour is made in the reverse direction to that described below.) The steamer steers to the N.W., between *Dunolly Castle* (right) and the island of *Kerrĕra* (left). In ¾ hr. we pass the island of *Lismore*, at the mouth of the large *Loch Linnhe*, on the right, long the seat of the Bishops of Argyll; the 'Dean of Lismore's Book' is a collection of early Gaelic poems in MS., made by James M'Gregor, Dean of Lismore, at the beginning of the 16th century. To the left is *Duart*, at the entrance of the *Sound of Mull*, a strait 1-2 M. wide, separating the mountainous isle of Mull from the mainland. To the right rises *Ardtornish Castle*, picturesquely placed at the entrance to the pretty *Loch Aline*. To the left, *Aros Castle*, another ancient seat of the Lords of the Isles. 1. Tobermory (*Mishnish; Macdonald Arms; Royal*), the chief place in Mull. The steamer now turns to the W. and faces the Atlantic Ocean. To the left is *Ardmore Point*, to the right *Ardnamurchan Point*. In clear weather the islands of *Muck*, *Eigg*, and *Rum*, and the mountains of *Skye* are seen to the N.; to the W., *Coll* and *Tiree*. Steering to the S. we next pass the small and rocky *Treshnish Isles*, one of which is known from its shape as the *Dutchman's Cap*. To the left is *Gometra*. Staffa ('island of pillars'), 1½ M. in circumference, is now reached, and the steamer stops to allow the passengers to visit (by small boat) the celebrated **Fingal's Cave. [In rough weather it is impossible to enter the cave by boat, and the passengers are then landed at some distance from it, and enter by a footpath protected by a railing.] The imposing entrance to Fingal's Cave is formed by a series of basaltic columns, 20-40 ft. high, bearing an arch that rises to a height of 65 ft.

above the sea. The cave penetrates the island for a distance of over 200 ft. Its floor consists of the surging waves, which even on a calm day awaken thunderous echoes in its dim recesses. From the so-called *Clam Shell Cave*, with its curiously contorted basalt pillars, a flight of wooden steps ascends to a cairn commanding a wide view. Staffa possesses other caves of great interest, especially to the geologist; but the short halt of the steamer does not allow time to inspect them.

In about 40 min. after leaving Staffa we reach **Iona** or *Icolmkill* (*St. Columba Hotel*, *Argyll*, unpretending), an island 3½ M. long and 1¼ M. broad, separated from Mull by the narrow *Sound of Iona*. We again land by a small boat. *St. Columba* landed on Iona from Ireland in 563 and began his missionary labours in Scotland. The oldest buildings now existing, however, date from the 11th century. The guide, who meets us on landing, leads us to the *Cemetery*, containing the *Chapel of St. Oran* (11th cent.) and a great number of ancient tombs, many of which are said to be those of Scottish, Irish, and Norwegian kings. The **Cathedral*, or *Church of St. Mary*, mainly in the Transition-Norman style, dates from the 13-16th cent. and has been partly restored for worship. Near it is *St. Martin's Cross*, and on the road is *Maclean's Cross*, the only survivors of the 360 Celtic Crosses that the island is said to have once possessed, most of them having been destroyed by Puritan iconoclasts. Dr. Johnson visited Iona in 1773 and was deeply impressed by its associations: 'That man is little to be envied whose patriotism would not gain force upon the plain of Marathon, or whose piety would not grow warmer among the ruins of Iona'. The marble quarries of Iona have recently been re-opened.

The steamer now threads the *Firth of Lorn*, to the S. of Mull, with its fine basaltic formations, and passes through Kerrera Sound into Oban Bay.

2. Circular Tour to Taynuilt and Loch Awe (6-7 hrs.; fares 9*s.*, 7*s.* 6*d.*). By train to (13 M.) *Taynuilt;* coach up *Glen Nant* to (21 M.) *Taychreggan* (p. 552), ferry to *Port Sonachan*, and thence by steamer on Loch Awe and railway (p. 555) to *Oban*. This tour, which may be made in the opposite direction, includes the finest part of Loch Awe.

3. Circular Tour to the Pass of Melfort and Loch Awe (9 hrs.; fares 1st. cl. 15*s.* 6*d.*, 3rd cl. 14*s.*; driver's and guard's fees 1*s.* each). By coach to (30 M.) *Ford*, at the S. end of *Loch Awe (p. 552); thence by steamer and train to *Oban* (see p. 552). This route may be made in the opposite direction, but Loch Awe is seen to greatest advantage from S. to N. The finest points are the **Pass of Melfort*, a picturesque defile, the ruggedness of which is softened by its fine woods (pine, oak, birch, mountain-ash, hazel); the view of Loch Melfort from a lofty part of the road, about 2 M. beyond (16 M.) *Kilmelfort* (*Cuilfail Hotel) and the *Pass of Brander*, a narrow and gloomy ravine (traversed by railway). — Those who have already traversed the Pass of Brander by railway (p. 555) may omit this route, but should take the coach to Kilmelfort and back (fare about 10*s.*), walking to the above-mentioned point of view. A coach plies daily from Kilmelfort to *Lochgilphead* (p. 552; 23 M., fare 6*s.*).

4. *Circular Tour by Glen Etive, Loch Etive, and Glencoe to Ballachulish, and back by Loch Linnhe (10-12 hrs.; 1st cl. 19*s.* 6*d.*, 3rd cl. and cabin 15*s.* 6*d.*, fees 2*s.*). Railway to (9 M.) *Ach-na-Cloich;* steamer up Loch Etive to (15 M.) *Lochetive Head;* coach by *Glen Etive* and *Glencoe* to (30 M.) *Ballachulish;* steamer to (26 M.) *Oban*. This tour, which embraces some of the deepest recesses and grandest scenery in the Highlands, may be made in either direction, and passengers have the option of returning from Ballachulish by railway. Lunch and provisions for the drive from Lochetive Head to Ballachulish are supplied on board the Loch Etive steamer; dinner is provided on the steamer from Ballachulish to Oban.

5. Circular Tour by Mallaig and Fort William (1-2 days; cabin and 1st cl. 22*s.* 6*d.*). Steamer on Tues., Thurs., & Sat. to (5-7½ hrs.) *Mallaig* (p. 557); train to *Fort William* (p. 561); and steamer thence by Caledonian Canal back to Oban. On alternate days this tour is made in the reverse direction.

6. From Oban to Callander. The direct route is by railway (71 M., 2½-3 hrs.; fares 11*s.* 10*d.*, 5*s.* 10*d.*, return 18*s.*, 9*s.*; see below). A pleasant und may be made by reversing tour No. 4 (p. 554) to *Ach-na-Cloich* d proceeding thence by railway to *Callander* (p. 547) in 2½ hrs., viâ *rianlarich* and *Killin* (see below). Coach from Killin to *Aberfeldy*, see p. 575.

7. From Oban to Loch Lomond. Either viâ Callander as above, or railway (viâ Dalmally, see below; fares 7*s.*, 3*s.* 5½*d.*) to *Crianlarich*, and ence by coach, in 3 hrs., or by railway (R. 71) to *Ardlui* (comp. p. 546).

From Oban to Stornoway (p. 559). The voyage may be made all the ay in 30-40 hrs. in the 'Chieftain' or 'Claymore' (p. 550), leaving Obna Tues. and Frid. morning respectively. Or we may take the Skye eamer (p. 558) to (5 hrs.) *Mallaig* (p. 557) or to (7 hrs.) *Kyle of Lochalsh* . 578), and proceed thence by mail-steamer.

From Oban to Glasgow, 116 M., Caledonian Railway in 3½-5 hrs. ares 13*s.* 2*d.*, 7*s.* 4½*d.*; to *Edinburgh*, 123 M., in 3¾-5½ hrs., 18*s.* 2*d.*, . 10*d.*). The West Highland Line of the N.B.R. (R. 71) is an alternative ilway route from Crianlarich onwards. On leaving Oban the train sweeps ound to the N., passes *Dunstaffnage* (p. 553) on the left, and skirts *Loch tive* (p. 554). From (6½ M.) *Connel Ferry* (Falls of Lora Hotel) a branch-ne runs to (28½ M.) Ballachulish (see p. 560). — Beyond (13 M.) *Taynuilt* nn) the train threads the wild *Pass of Awe* and the *Pass of Brander* (p. 554), t the foot of Ben Cruachan. — 22 M. *Loch Awe Station* (°Hotel, R. 4*s.*, D. *s.*), see p. 552. — 25 M. Dalmally (*Hotel*, R. 4*s.* 6*d.*, D. 4*s.*), at the entrance the beautiful *Vale of Glenorchy*, 3 M. from the N.E. end of Loch Awe. rom Dalmally we may walk or drive, viâ (6 M.) *Cladich* (p. 552), to (16 M.) *nveraray* (see p. 552). — 38 M. *Tyndrum* (Royal Hotel). At (42 M.) Crian-arich the Caledonian and N.B.R. lines meet (p. 556). Those who have ot yet visited *Loch Lomond* may complete their journey by the latter railway. - 53 M. *Killin Junction* commands a fine view of *Loch Tay* (see p. 575). he train then descends the wild *Glen Ogle* and passes (59 M.) *Balquhidder*, t the head of *Loch Earn*, whence a line runs to the E. to Crieff Junction . 568). Beyond the station of *Strathyre* (p. 547) it next skirts °*Loch Lubnaig*, picturesque sheet of water, and threads the *Pass of Leny*, where *Ben Ledi* . 547) towers to the right. — 71 M. *Callander*, and thence to *Glasgow* r *Edinburgh*), see R. 69.

From Oban to *Skye*, see R. 72; to *Inverness*, see R. 73; to *Stromness*, see . 584.

71. From Glasgow to Fort William and Mallaig.

165 M. West Highland Railway in 5½-6⅓ hrs. (fares 23*s.* 7*d.*, 12*s.* ½*d.*); to (122½ M.) *Fort William* in 4-4½ hrs. (fares 16*s.* 7*d.*, 9*s.* 1½*d.*); rains start from the Queen Street (High Level) Station (p. 537). Through-arriages are run in connection with this route from Edinburgh (fares 8*s.* 7*d.*, 15*s.* 1½*d.*) and from London (King's Cross) by the morning express.

From Glasgow to (16 M.) *Dumbarton*, see p. 545. The railway continues to skirt the Clyde, leaving the Balloch line on the right. — 16½ M. *Dalreoch*. Near (19½ M.) *Cardross* once stood *Cardross Castle*, in which Robert Bruce died in 1329. — 23 M. *Craigendoran*. Craigendoran Pier is an important starting-point for steamers in con-nection with the N.B.R. to Dunoon (where passengers join the Oban steamer; comp. p. 551), Rothesay, Arran, etc. — 24¾ M. **Helens-burgh** (*Queen's*, R. 3*s.* 6*d.*, D. 4*s.*; *Imperial*), a favourite watering-place with extensive steamboat connections, is pleasantly situated at the mouth of the *Gareloch*, and is laid out with the mathematical regularity of an American city. On the esplanade is an obelisk in memory of Henry Bell (1767-1830), who in 1812 launched the 'Comet', the first steam vessel on the Clyde (p. 538). — We skirt

the Gareloch, on the left. — 26½ M. *Row* (pronounced 'rue'). — 29½ M. *Shandon*, with a large hydropathic establishment, pleasantly surrounded by private grounds (pens. from 10*s.* 6*d.*). 31¾ M. *Garelochhead* (hotel) occupies a fine situation at the head of the loch. Steamer to *Glasgow*, see p. 542.

The line now crosses the isthmus between the Gareloch and *Loch Long* (p. 542), and skirts the E. bank of the latter. On the opposite side of the loch rises *Ben Arthur* or *The Cobbler* (2891 ft.), beyond which is *Ben Ime* (3318 ft.). The station of (42¼ M.) *Arrochar & Tarbet* is situated between these two places (pp. 542, 546) on the isthmus between Loch Long and *Loch Lomond* (p. 546). To *Inveraray* through *Glencroe*, see p. 543. — The railway runs close by the W. bank of Loch Lomond, commanding beautiful views. On the opposite shore rises Ben Lomond (p. 546). — We cross the *Inveruglas Water*, which descends from *Loch Sloy*, lying to our left between *Ben Vane* (3004 ft.) and *Ben Vorlich* (3092 ft.). — 50¼ M. *Ardlui* and coach thence up *Glen Falloch*, see p. 546.

The line now quits the loch and ascends *Glen Falloch*, with a succession of fine mountain views. To the right, at some distance, tower *Ben A'an* (3827 ft.) and *Ben More* (3843 ft.). — 59 M. **Crianlarich** (*Crianlarich Hotel*, R. 3*s.* 6*d.*, B. 2*s.*) has another station (p. 555) on the Caledonian line to Oban in one direction and to Killin (Glasgow) in the other. Our line bends to the N.W. into Strath Fillan, just before which we enjoy a view of Glen Dochart, to the right. Then, in front of us, appear *Ben Lui* (3708 ft.), on the left, and *Ben Douran* (3523 ft.), in the distance to the right. — 64 M. *Tyndrum* (Royal Hotel) has another station on the Caledonian line (p. 555). — 71½ M. *Bridge of Orchy* (Rail. Rfmt. Rooms; Inverornan Hotel, 3 M. to the W.). A road leads hence, viâ (3 M.) *Inverornan*, (12 M.) *Kingshouse* (hotel), and through Glencoe (p. 560) to (28 M.) Ballachulish (see p. 561). — We next pass *Loch Tulla* (on the left) and soon enter the wide and desolate *Rannoch Moor*. Schiehallion (see below) comes into sight in the distance to the right. Before (87¼ M.) *Rannoch* we cross the *Gauer Water*, or *Gaoire*, between *Loch Lydoch* on the left, and *Loch Rannoch*, on the right.

A coach (fare 7*s.* 6*d.*) runs daily from Rannoch Station to (18 M.) **Kinloch Rannoch** (*Bun Rannoch; Dunalastair; Loch Rannoch*), at the E. end of *Loch Rannoch* (10 M. long), which the road skirts. Coach thence to (13 M.) *Struan*, see p. 577. *Schiehallion* (3547 ft.), to the S.E., may be ascended from Kinloch Rannoch in 2½ 3 hrs. A road, descending the N. bank of the river *Tummel*, which issues from the loch at Kinloch Rannoch, runs to the E. to (7 M.) *Tummel Bridge* (hotel) and thence (mail-cart, see p. 576) to (21 M.) *Pitlochry* (p. 576). The road diverging to the S at Tummel Bridge leads viâ *Loch Kinardochy* and (8 M.) *Coshieville Inn* to (13½ M.) *Aberfeldy* (p. 575).

Farther on, beyond *Loch Ossian* (on the right), we reach the summit-level of the line (1350 ft.) and emerge from Rannoch Moor. Farther on we skirt the E. bank of *Loch Treig* and halt at the station of (104½ M.) *Tulloch*, in Glen Spean, whence a coach runs twice daily to (37½ M.) *Kingussie* (p. 577), on the

Highland Railway (5-6 hrs.; fare 12s. 6d.). — 110¼ M. *Roy Bridge* (hotel), to the N. of which opens *Glen Roy* with its 'Parallel Roads'. To the left rises Ben Nevis (p. 561). — 113½ M. **Spean Bridge** *(Hotel)*.

From Spean Bridge to Fort Augustus, 24 M., railway in 1-1¼ hr. — Crossing the *Spean* this line follows the course of that river to (3 M.) *Gairlochy* (inn), ¾ M. from Gairlochy Locks (p. 561). Thence it skirts the S.W. banks of *Loch Lochy* and *Loch Oich* (comp. p. 561). 15 M. *Invergarry*, near *Laggan Locks* (p. 561) and 3 M. from the village of Invergarry. — 19 M. *Aberchalder*, near Cullochy (p. 561). Loch Ness comes into sight. — 23 M. *Fort Augustus* (p. 562). The terminus is at the (24 M.) *Pier Station*, on the shore of Loch Ness.

122½ M. **Fort William,** see p. 561. Hence to *Inverness* by the Caledonian Canal, see R. 73.

124 M. **Banavie,** see p. 561. — Backing out from this station the train next crosses the Caledonian Canal near Neptune's Staircase (p. 561) to (125½ M.) *Corpach* (hotel), commanding a view of Loch Linnhe and a fine retrospect of Ben Nevis. Then skirting the N. bank of *Loch Eil*, the line enters a wild and picturesque region, rich in associations with 'Bonnie Prince Charlie' and the 'Forty-Five'. To the right rises *Gulvain* (3224 ft.), between Loch Eil and Loch Arkaig. — 132½ M. *Locheilside* lies about 2 M. short of the head of the loch. Beyond a dull strath we next come in sight of the head of the long and narrow *Loch Shiel*, on the shore of which rises *Prince Charles's Monument*, on the spot where the prince raised his standard on 19th Aug., 1745. The line crosses the *Finnan* by means of a viaduct, ¼ M. in length and 100 ft. high, said to be the first viaduct ever built of concrete, and reaches (140 M.) **Glenfinnan** (*Hotel*, R. 3s. 6d., D. 4s.).

A mail-boat plies once daily down Loch Shiel to (18 M.; fare 4s.) *Acharacle* (Lochshiel Hotel), 2½ M. from *Salen* (hotel) on *Loch Sunart*, whence a steamer sails on Wed. and Sat. morning to Tobermory and Oban.

After a short ascent the railway descends to skirt the S. shore of *Loch Eilt*, while the road follows the N. shore. At the W. end of the loch we cross the *Ailort* and reach (149 M.) *Lochailort* (Kinlochailort Hotel, ¼ M. from the station), commanding a fine view (left) of *Loch Ailort* and *Roshven* (2876 ft.). We have now reached the most picturesque part of the line beyond Fort William; fine sea-views on the left. We cross the *Borrodale Burn* by a concrete viaduct of 127 ft. span. — 157 M. *Arisaig* (Hotel, R. 3s. 6d., D. 4s., well spoken of). The pier lies 4½ M. from the hotel. — The scenery declines in interest. We cross the *Morar*, the outlet of *Loch Morar*, the deepest lake in Scotland (1009 ft.). 162 M. *Morar* (Station Hotel). — 165 M. **Mallaig** (**Station Hotel*, R. 4s. 6d., D. 4-5s.; *Marine*, L. 2s. 6d., temp.; *Glasnacardach Inn*, 1 M. to the S.), with a large pier, the prettily situated little terminus of the railway, is a good centre for excursions.

Mail-steamers, in connection with the trains, ply hence daily to (5½ hrs.; fares 18s., 9s. 6d.) *Stornoway* (p. 559) viâ *Kyle of Lochalsh*; and to (5¼ hrs.; fares 9s., 6s.) *Portree* (p. 559), viâ *Kyle of Lochalsh, Kyle Akin, Broadford*, and *Raasay*; and on Mon., Wed., & Frid. to (5½ hrs.) *Oban* (p. 552;

fares 11*s.*, 6*s.*) viâ *Eigg* and *Tobermory*. The 'Chieftain' and the 'Claymore' (p. 550) call at Mallaig on Tues. & Frid. afternoon on their way north; and on Tues. & Frid. morning on their way south. A steamer plies from Mallaig on Tues. & Sat. to *Loch Scavaig* (see below), and on Thurs. to *Loch Hourn* or *Loch Nevis* (return-fare in each case 7*s.* 6*d.*). Other excursions may be made by sailing-boat or steam or motor launch.

72. Island of Skye.

From Oban (p. 552). A steamer plies on Tues., Thurs., & Sat. viâ Tobermory (p. 553), Eigg, Mallaig (change for *Loch Scavaig*, see below), *Armadale*, *Isle Ornsay*, Glenelg, Balmacara, Kyle of Lochalsh, and *Kyle Akin* to *Broadford* and (9 hrs.; fare 20*s.*) *Portree*. Thence it proceeds to (2¼ hrs. more) Gairloch (p. 563), returning on Mon., Wed., & Frid. by the same route. — The 'Chieftain' and 'Claymore' (comp. p. 550) sail from Oban on Tues. & Frid. morning for *Broadford* and *Portree*, etc. — The best plan is to take the Tues. or Sat. steamer from Mallaig to *Loch Scavaig*. — The W. coast of Skye is accessible direct from Oban by steamer plying on Tues., Thurs., & Sat. morning viâ Tobermory, Rum, and Canna to *Bracadale* (fare 15*s.*), *Loch Pooltiel*, and (11 hrs.) *Dunvegan* (20*s.*), going on to Lochmaddy in North Uist, and returning thence viâ Lochboisdale (South Uist) and Castlebay (Barra) to Tobermory and Oban. On Mon., Wed., & Frid. this route is reversed (to Dunvegan 17 hrs.). On Tues. the 'Hebrides' or 'Hebridean' (comp. p. 550) leaves Oban about noon for Tobermory, Coll, Tiree, Rum, *Carbost*, *Colbost*, *Dunvegan*, and Lochmaddy etc., returning S. from Dunvegan on Wed. afternoon.

From Mallaig (p. 557). Steamer (coming from Oban) to *Portree* (fares 9*s.*, 6*s.*), see above. — On Tues. & Thurs. a steamer in connection with the above plies from Mallaig to *Loch Scavaig* (fare 5*s.*). Visitors to Skye by this route should telegraph the day before to the landlord of the Sligachan Hotel (p. 559) to send a guide to meet the steamer. Ponies (advisable for ladies) may be ordered at the same time, but these await the traveller on the farther side of Drumhain (p 559), a considerable walk from the steamer.

From Inverness (p. 562). By the Dingwall & Skye Railway (p. 578) viâ Achnasheen to (63½ M.) Kyle of Lochalsh (p. 578); thence by steamer daily to *Broadford* and *Portree* (through-fares 17*s.* 1*d.*, 8*s.* 7½*d.*). The return may be made viâ Gairloch and Loch Maree (comp. p. 563; circular tour-ticket, 1st cl. and cabin, 35*s.* 6*d.*).

Skye (area 640 sq. M.; pop. 14,600), the largest and the most northerly of the *Inner Hebrides*, is a mountainous island with an exceedingly irregular coast-line, containing some of the most impressive mountain and cliff scenery of Scotland. The climate, however, is humid; and waterproofs and stout boots are essential to the tourist. A week or ten days might profitably be devoted to Skye, though the chief points may be seen by the energetic traveller in 2-3 days. The main roads are fairly good for motoring.

Broadford (**Broadford Hotel; Campbell's Temperance Hotel*), with a pier, has direct connection with (15 M.) Sligachan (to the N.W.) by a picturesque road; but the preferable route thither is viâ Loch Scavaig. Walking or driving (one-horse carr. 5*s.*) to (6 M.) *Torrin* we proceed thence by boat (with 2 rowers 18*s.*, with 4 rowers 24*s.*) round *Strathaird Point* (sea sometimes rough) to ***Loch Scavaig**, a wild and romantic arm of the sea running deep into the island. At its inner end, separated from it by a narrow neck of land, is ***Loch Coruisk**, offering a scene of solitary and

savage grandeur, perhaps not elsewhere paralleled in the kingdom. The boat-journey may be shortened by prolonging the drive beyond Torrin to (15 M.) *Elgol*, on the W. coast of the Strathaird peninsula, and hiring a boat thence (12*s*.). From Loch Coruisk we walk to the N. across *Drumhain* (800 ft.) and through **Glen Sligachan* to the (7-8 M.) Sligachan Hotel (see below), a rough walk of 3 hrs., not to be attempted after dusk without a guide (guides and ponies, see p. 558). Or we may cross Loch Scavaig by boat to *Camasunary* (better than by the walking-route, on which a steady head is required at the point called the 'Bad Step'), and follow the track through Glen Sligachan the whole way to the hotel (3 hrs.). To the right rise *Blaven* (3042 ft.) and, farther on *Marsco* (2414 ft.), and to the left is the graceful ***Scuir-na-Gillean** ('Peak of the Young Men'; 3167 ft.), a summit of the grand ***Cuchullin Hills** (pron. 'Coolin'), the impressiveness of which is heightened by the dark colour of their rocks.

Scuir-na-Gillean may be ascended from the Sligachan Hotel in 3 hrs.; the route is steep and requires a steady head, and a guide (10-12*s*.) is convenient and in misty weather necessary. Ladies should not attempt it, unless prepared for considerable fatigue. *View from the top.

Sligachan Hotel (R. 4*s*., B. 2*s*. 6*d*., D. 3*s*. 6*d*.), at the head of a long and narrow loch, is an excellent centre for excursions: to (14 M.) *Loch Brittle* and the Cuchullin Hills; to (25 M.) *Dunvegan* (see below), to (15 M.) *Broadford;* and to *Loch Scavaig* (p. 558). A mail-gig (fare 2*s*. 6*d*.) and in summer an excursion-brake (fare 5*s*.) ply hence daily to (10 M.) —

Portree (*Royal Hotel*, R. 4*s*.; *Portree*, R. 3*s*. 6*d*., D. from 3*s*.; *Caledonian*, R. 3*s*., D. from 2*s*. 6*d*.), the capital of the island and the best general centre for excursions. The little town (1000 inhab.) is situated on a bay facing the island of *Raasay*.

Prince Charles's Cave, in the rocky coast, 4½ M. to the N., has no other interest than that the Young Pretender lay there in hiding (boat, ca. 10*s*.). The boat may be taken about 3 M. farther to a point beneath the Storr Rock (see below; steep ascent hence of 1½ hr.). — The **Storr Rock** (2360 ft.), about 7 M. to the N. of Portree, commands a very fine and extensive view. The ascent (path viâ *Loch Fadda* and *Loch Leathan*) takes about 3½ hrs. The walk may be continued to the N. from Loch Leathan over dreary moorland by a path following the coast to (17 M. from Portree) the *Staffin Inn* (see p. 560). — From Portree a mail-cart (fare 5*s*.) plies every evening to (24 M.) Dunvegan; and a steamer thrice weekly viâ *Tarbert* (Harris) and Lochmaddy (p. 558). **Dunvegan** (*Hotel*), with *Dunvegan Castle*, the ancient home of the Macleods, has direct steamer communication with Oban (see p. 558).

From Portree to Stornoway. The 'Chieftain' and 'Claymore' (comp. pp. 550, 558) leave Portree for Stornoway on Wed. and Sat. morning respectively about 6 a.m. The former usually sails viâ *Ullapool* (p. 582), *Lochinver* (p. 583), and *Badcall* (p. 583), and reaches Stornoway on Thurs. about 10 a.m.; the latter, proceeding viâ *Gairloch* (p. 563), *Poolewe* (p. 582), and *Aultbea* (p. 582), arrives at Stornoway about 6 p.m. on Saturday. The return-voyages are begun on Thurs. and Mon. mornings. — **Stornoway** (*Imperial; Lewis; Royal*, R. 3*s*. 6*d*.; *Hunter's, Mackenzie's*, both temperance), the capital of the *Isle of Lewis*, with about 3800 inhab., is perhaps scarcely so fascinating in reality as in the pages of William Black, but it is worth

visiting by those who enjoy steamboat-sailing and wild rocky scenery. It may be reached more directly by daily mail-steamer from *Mallaig* (p. 557) and *Kyle of Lochalsh* (p. 578), in 8½ and 6 hrs. respectively. — From Stornoway to *Inverness*, see p. 563; to *Oban*, see p. 555. — In May and June a steamer sails weekly from Stornoway to (10 hrs.) *Scrabster* (p. 581), *Wick*, *Aberdeen*, and *Leith* (26*s*., 10*s*. 6*d*.).

From Portree to the Quiraing, 20 M., coach daily in summer (return-fare 14*s*.); also mail-cart to Uig every evening (fare ca. 4*s*.). The road runs to the N.W. from Portree, crosses the island to *Loch Snizort*, and thence proceeds to the N., parallel with the coast, passing *Kingsburgh*, long the home of Flora Macdonald (1722-90). 15 M. *Uig* (hotel) is a small place with a pier at which the Dunvegan steamer calls thrice a week on its voyage to Portree. Our road now strikes inland and soon reaches the (20 M.) ***Quiraing** (1779 ft.), a grassy plateau enclosed by lofty cliffs and pinnacles of the most fantastic form and disposition, presenting some of the most striking rock-scenery in Great Britain. About 3½ M. farther on is the *Staffin Inn* (see p. 559).

The coast-road beyond Uig describes a detour round the N. end of the peninsula of *Trotternish*, passing (2½ M.) *Monkstadt*, where the Young Pretender landed with Flora Macdonald in 1746, (7 M.) *Kilmuir*, with Flora Macdonald's grave, and (9½ M.) *Duntulm Castle*, and finally reaches (17 M.) the *Staffin Inn* (see above).

73. From Oban to Inverness by the Caledonian Canal.

98 M. Steamer daily in 11¼ hrs. (6 a.m. to 5.15 p.m.; if a later boat be taken the night may be spent at Banavie or Fort William). Fares 22*s*., 10*s*. 6*d*., return 33*s*., 16*s*. — The steamer 'Cavalier' (see p. 550) leaves Oban every Sat. at 8 a.m., spends Sun. at Corpach, Banavie, or Fort William, and reaches Inverness at 2 p.m. on Monday. Leaving Inverness on the return on Tues. at 4 a.m., it reaches Oban in 12 hrs.

After leaving Oban the steamer touches at *Appin*, whence there is a ferry to *Lismore* (p. 553), and then sails through *Loch Linnhe* to *Kentallen* and (1⅔ hr.) **Ballachulish** (**Ballachulish Hotel*, 1 M. from the pier, R. or D. 4*s*. 6*d*.; *Loch Leven*, temperance, R. from 4*s*., D. from 3*s*. 6*d*.), a charming excursion in fine weather. The village, 2½ M. from the pier, is grandly situated at the entrance of *Loch Leven*. The Ballachulish slate-quarries, which have been worked for two centuries, are the largest in Scotland.

Ballachulish may be reached from Oban in 1-2 hrs. also by branch-railway, diverging at (6½ M.) *Connel Ferry* (p. 555) and crossing the narrow mouth of *Loch Etive*, where the ebb-tide forms the so-called *Falls of Lora*. To the left of (9½ M.) *Benderloch* station is an isolated mound, known as *Dunmacsniochan*, sometimes doubtfully identified as the site of the Pictish town of *Beregonium* and of the later *Selma*, Fingal's capital, described by Ossian. — Beyond *Barcaldine Castle* (on the right) we cross *Loch Creran*. 16 M. *Creagan*; 19½ M. *Appin* (see above). Beyond (25½ M.) *Duror* (inn) a cairn on the old road marks the site of the 'Appin murder', described in Stevenson's 'Kidnapped'. — 29½ M. *Kentallen* (see above). 32½ M. *Ballachulish Ferry*, 1 M. from the pier (see above). 35 M. *Ballachulish*, at the village.

At Ballachulish coaches meet the steamer to convey passengers to the wild Glencoe, the scene of the atrocious massacre of the unsuspecting and hospitable Macdonalds on 14th Feb., 1692, by royal troops. The drive there

and back (18 M.), including a stay of ½ hr. at *Ossian's Cave*, the finest part of the glen, takes 4 hrs. (return-fare 5*s.* 6*d.*), but the coaches do not go all the way to the pass (comp. p. 554). — The road goes on through the pass viâ (16 M.) *Kingshouse* (p. 556) and (25 M.) *Inverornan* (p. 556) to (28 M.) *Bridge of Orchy* (p. 556), a station on the West Highland Line from Fort William to Glasgow. — To *Oban* viâ *Loch Etive*, see p. 554. — Motor-car thrice daily from *North Ballachulish* to (12 M. in 1¼ hr.) *Fort William* (see below) viâ Onich and Corran.

The steamer now crosses Loch Linnhe, which marks the boundary between Argyllshire and Invernessshire, and, beyond *Onich* and *Ardgour* (hotel), whence a mail-cart runs to *Strontian* (15 M., fare 5*s.*), passes through the *Corran Narrows*. At the head of the loch (16 M. or 1 hr. from Ballachulish) lies —

Fort William *(Station;* **Caledonian*, R. or D. 4*s.*; **Alexandra;* **Palace*, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*; *West End*, R. or D. 3*s.* 6*d.*; *Waverley, Central*, R. 2*s.* 6*d.*, D. 2*s.*, two temperance hotels; *Ben Nevis),* formerly the key of the Highlands and now a convenient tourist-centre. The fort, originally erected by General Monk, was rebuilt under William III. Passengers for Inverness land here and proceed to (2½ M.) Banavie (see below) by railway to join the canal-steamer.

Fort William is a station on the West Highland Railway from Glasgow to Mallaig (R. 71). — To *Fort Augustus* viâ Spean Bridge, comp. p. 557. — A coach runs from Fort William daily to the head of *Glen Nevis* (8 M.; return-fare 4*s.* 6*d.*) viâ (2 M.) *Achintee*. Motor-car to *Ballachulish*, see above.

*Ben Nevis (4406 ft.), the highest mountain in the British Islands, may be ascended from Fort William in 4 hrs. by a good pony-track. Those who use this track, which begins at (2 hrs.) the farm of *Achintee* (see above), are expected to purchase a guide-ticket (1*s.*; for pony 3*s.*); the proceeds of which go to keep the path in repair. Guide (unnecessary) 6*s.*; pony 15*s.* The *View from the top is fine, especially on the N.E., where there is a precipitous descent of 1450 ft. At the top are an *Observatory* (now closed) and a *Refreshment Hut* (R. & B. 10*s.* 6*d.*, luncheon 3*s.*). — The ascent may be made also from Banavie (see below) in 3-3½ hrs.

Banavie (**Banavie Hotel*, R. 4*s.*, B. 3*s.*, D. 5*s.*), at the mouth of the Caledonian Canal, is also a station on the West Highland Railway (R. 71). The **Caledonian Canal**, 62 M. long, traverses the 'Great Glen of Scotland' and consists of a chain of lakes *(Lochs Lochy, Oich, Ness*, and *Dochfour),* united by artificial channels. It begins at *Corpach* (p. 557), 1 M. to the S. of Banavie, with a series of locks known as 'Neptune's Staircase'.

As the canal-steamer leaves Banavie we have a good view, to the right, of Ben Nevis. After 7 M. we reach *Gairlochy* (station, p. 557) with the first locks, and enter the picturesque *Loch Lochy* (10 M. long). On the W. bank is *Achnacarry Castle* (Cameron of Lochiel), beside which the *Black Mile Pass* leads under dense foliage from Loch Lochy to *Loch Arkaig*. At the N. end of Loch Lochy are the locks at *Laggan* (station, see p. 557), almost immediately succeeded by the charming little **Loch Oich* (3½ M. long). To the left is the romantic *Invergarry Castle*, from which a fine route leads through *Glen Shiel* to the W. coast (to *Balmacara*, on *Loch Alsh*, called at by the Oban and Gairloch steamers, 50 M.; thence to *Kyle Akin Ferry*, for *Skye*, 6 M.; comp. p. 558). Between *Cullochy* (station,

see p. 557), at the N. end of Loch Oich, and (5 M.) **Fort Augustus** *(Lovat Arms*, R. 4*s*., D. 4*s*. 6*d*.; *Douglas Hotel)* are several locks (most of them within 2 M. of Fort Augustus), which the steamer takes 1½ hr. to pass through, so that this part of the journey may be performed on foot. The fort has now given place to an imposing E.E. *Benedictine Abbey*, with a handsome church.

From Fort Augustus to *Spean Bridge* (Oban; Glasgow), see p. 557.

Fort Augustus lies at the S. end of **Loch Ness** (24 M. long), the scenery of which is less varied than that of the lochs already passed. *Invermoriston* (hotel) is another starting-point for the route through *Glen Shiel*, uniting with that mentioned on p. 561 at (25 M.) *Clunie*. On the right bank is *Foyers* (hotel), about 1 M. from which is the ***Fall of Foyers**, 90 ft. in height, once probably the finest waterfall in Great Britain, but not improved by the aluminium factory recently established in the vicinity. Higher up is another fall (30 ft. high). The steamboat-passenger has not time to visit these falls. Opposite Foyers rises *Meal Fourvounie* (2284 ft.). — From the next pier, at *Inverfarigaig*, the steamer crosses the loch, passes the picturesque *Urquhart Castle*, and touches at the Temple Pier at *Drumnadrochit* (hotel, ½ M. from the pier), whence a road ascends *Glen Urquhart* to *Invercannich* (p. 578). Beyond *Abriachan* we enter *Loch Dochfour*, the N. bay of Loch Ness. The steamer halts at *Muirtown* (hotel, small), 1¼ M. from Inverness, and is met by the hotel-omnibuses.

Inverness. — Caledonian Hotel, R. from 4*s*. 6*d*., B. or L. 3*s*., D. 5*s*.; Station, R. 4*s*. 6*d*., B. or L. 3*s*., D. 5*s*., Royal, R. from 3*s*. 6*d*., D. 4*s*. 6*d*., Imperial, all close to the railway-station; *Alexandra, Palace, R. from 4*s*., D. 5*s*., both pleasantly situated on the river; Waverley Temperance, R. from 2*s*., D. 3*s*. 6*d*. — *Rail. Refreshment Rooms.*

Inverness, the 'Capital of the Highlands', an old town with (1901) 21,193 inhab., situated at the point where the *Ness* enters the *Beauly Firth*, is the great travellers' centre for the N. of Scotland, as Oban is for the W. coast. The Northern Meeting Highland Gathering takes place here annually in the third week of September. The chief points of interest in the town are included in the following walk. Starting from the station, we pass through Union St. and Church St. to the (3 min.) *Town Hall*, a modern Gothic building, in front of which, under the restored *Cross*, is the *Clach-na-Cuddin*, or 'stone of the tubs', regarded as the palladium of Inverness. We thence ascend to the (3 min.) *County Buildings and Sheriff Court House*, a castellated building on a hill, on which stood the castle of Macbeth, supposed by some to have been the scene of King Duncan's murder (comp. pp. 563, 569). A *Statue of Flora Macdonald* was unveiled here in 1899. Culduthel Road leads on hence to (¼ M.) *Godsman's Walk*, a narrow terrace-path commanding a fine view of the river and town. Thence we return to the castle enclosure, descend to the river, and walk along the bank to (25 min.) the *Islands*, a favourite promenade (band in

summer), resembling the Margarethoninsel at Budapest, and connected with both banks by bridges. We now cross to the left bank and return towards Inverness, passing (10 min.) the *Northern Infirmary* and (5 min.) the **Cathedral of St. Andrew**, a handsome Dec. building, erected in 1866-9; the interior is adorned with monolithic granite columns and stained glass. We may here diverge to the left and visit (1/4 hr.) *Tommahurich* ('hill of the fairies'), a hill laid out as a cemetery (open daily 6-8, Sun. 1-6), and commanding a fine view of the 'rose-red' town of Inverness. From the cathedral we return, across the *Suspension Bridge*, to the (5 min.) station. — Another walk may be taken in the opposite direction to *Cromwell's Fort*, built by Cromwell in 1652-7, near the mouth of the Ness, and affording a view of the Beauly and Moray Firths

Excursions from Inverness.

To *Craig Phadrig*, a hill 2½ M. to the W., commanding fine views and with traces of a vitrified fort. To *Culloden Moor*, 5 M. to the E. (one-horse carr. there and back 10*s.* 6*d.*; railway-station, see p. 577), where Prince Charles Stuart, the Pretender, was defeated on 16th April, 1746. — The *Falls of Foyers* (p. 562) may be visited by carriage from Inverness (18 M.; picturesque road; carr. and pair there and back ca. 30*s.*). — To *Beauly* and the *Falls of Kilmorack*, see p. 578.

To Loch Maree and Gairloch, 76 M., in 6¼ hrs. (fares 1st cl. 16*s.* 9*d.*, 3rd cl. 13*s.*). From Inverness viâ *Dingwall* to (47 M.) *Achnasheen*, see pp. 577, 578. At Achnasheen (Station Hotel, L. 2*s.*-2*s.* 6*d.*) we change from the railway to the coach or motor-car. The former leaves on the arrival of the train; the latter (seats should be secured in advance by letter or telegram to 'MacIver, Achnasheen') about ½ hr. later. — The road to Loch Maree skirts the small *Loch Rosque* and traverses moorlands. 10 M. *Kinlochewe* (Hotel, R. 4*s.*), whence a mail-cart plies to (12 M.) *Loch Torridon* (fare 3*s.*). 12½ M. *Rhu Nohar*, at the S.E. extremity of the lake (steamer, see below). *Loch Maree is a wild and romantic lake, 18 M. long, surrounded by lofty mountains. To the N. rises *Ben Sloch* (3217 ft.), ascended from Kinlochewe in 7-8 hrs. (there and back). About halfway down the S. side of the loch is the (19 M.; 1½ hr.) *Loch Maree Hotel* (R. *4s.* 6*d.*, D. *4s.*; boats for hire), at *Talladale*. About 2 M. farther on the coach quits the lake and proceeds to the W., through *Kerrydale*, to (29 M.) Gairloch (*Hotel*, R. 5*s.* 6*d.*, B. 3*s.*, D. 5*s.*), at the mouth of *Flowerdale*, on the W. coast. — Travellers may leave the coach at *Rhu Nohar* (see above) and proceed by small steamer to *Tollie*, at the W. end of Loch Maree, whence another coach plies to (5½ M.) Gairloch. — From Gairloch to *Skye* and *Oban*, see p. 558; to *Stornoway* by the 'Claymore' on Sat., see p. 558.

From Inverness to Skye, see p. 558. — To Stornoway viâ *Gairloch*, see above; or viâ the Dingwall & Skye Railway (p. 578) to (63 M.) *Kyle of Lochalsh* and thence by steamer daily (p. 578; fares 23*s.* 9*d.*, 11*s.* 11½*d.*); or viâ the same railway to *Garve* (p. 578), thence by motor car to *Ullapool* (p. 582), and thence by the 'Chieftain' on Wed. morning (see p. 582).

From Inverness to Aberdeen viâ Keith Junction, 109 M., railway 3½-4¼ hrs. (fares 18*s.* 1*d.*, 9*s.* 0½*d.*); for alternative routes beyond Elgin (same fares), see p. 564. — On leaving Inverness a fine view is obtained, to the left, of the Moray Firth. 3 M. *Allanfearn*. From (9 M.) *Gollanfield Junction* a branch line runs to *Fort George*, whence a ferry plies to *Chanonry Point*, 2 M. from Fortrose or Rosemarkie (p. 578). — 15 M. Nairn (*Royal Marine*, facing the sea, R. 4*s.*, D. 4*s.* 6*d.*; *Nairn*, near the golf-course; *Station*, ⅓ M. from the station; *Royal*; *Waverley*; *Anderson's*), finely situated on the Moray Firth, much frequented as a sea-bathing resort, and for its dry, mild climate. Good golf-links. About 6 M. to the S. is *Cawdor Castle*, the supposed scene of the murder of Duncan in Macbeth (omn. thrice daily, 1*s.* 6*d.*). The castle, however, dates only from

the middle of the 15th century. — 22 M. *Brodie.* About 2 M. to the S. is *Darnaway Castle* (Earl of Moray), with a 14th cent. banquet-hall containing various relics (adm. Tues., Thurs., & Sat.). — 25 M. **Forres** (*Royal Station; Victoria; Commercial; Moray Arms; Cluny Hill Hydropathic*, 1 M. from the station, from 56*s.* per week; *Rail. Rfmt. Rooms*), the junction of the Highland railway to *Aviemore* (comp. p. 577). About 1 M. to the N.E. is *Sweno's Stone*, a pillar about 20 ft. high, supposed to have been erected about 1014 to commemorate the expulsion of the Danes, and covered with carvings of figures and other objects. A drive may be taken to **Findhorn Glen.* — Near (28 M.) *Kinloss*, on the left, are the ruins of *Kinloss Abbey*, founded in 1150. From (32 M.) *Alves* (Rail. Rfmt. Stall) a branch-line diverges to *Burghead* and *Hopeman.* — 37 M. **Elgin** (*Station Hotel; Grand; Gordon Arms; Palace*), a town of 8400 inhab., with a fine **Cathedral*, chiefly in the E.E. style, founded in 1224 and rebuilt after a fire in 1390. It is very richly decorated (exquisite tracery), but is to a great extent in ruins. The best-preserved parts are the chapter-house and the two W. towers. The central tower, 200 ft. high, fell in 1711. The ruins of the bishop's palace and the Greyfriars' Monastery are also interesting. *Pluscarden Abbey*, 6 M. to the S.W., is a Cistercian foundation of 1230 (restored). Elgin has two stations; lines run from that of the G. N. S. Railway to Aberdeen (two routes, see below) and to *Lossiemouth* (Stotfield; Marine; Station), with good golf-links. — From (43 M.) *Orbliston Junction* a branch-line runs to (3 M.) **Fochabers** (*Gordon Arms; Grant Arms*), beautifully situated among pine-woods on the opposite bank of the Spey. Adjacent is *Gordon Castle*, seat of the Duke of Richmond and Gordon. — Beyond (46 M.) *Orton* our line crosses the *Spey.* — 55 M. **Keith** (*Royal*, R. 2*s.* 9*d.*, D. 2*s.* 6*d.*; *Gordon Arms; Rail. Rfmt. Rooms*), the junction of the Highland and Great North of Scotland Railways. — 60½ M. *Grange* (to Banff and Buckie, see below). — Near (67 M.) *Huntly* (Huntly Hotel; Gordon Arms), birthplace of George Macdonald (1824-1905), are the ruins of *Huntly Castle.* A motor-omnibus runs hence twice daily to *Aberchirder;* and from (72 M.) *Gartly* a coach plies daily to *Strathdon.* 87 M. *Inveramsay Junction*, for *Turriff* and *Macduff (Banff);* 92 M. *Inverurie;* 96 M. *Kintore Junction* (for *Alford*, whence a coach goes on to *Strathdon*); 102 M. *Dyce Junction*, for (2 hrs.) Peterhead and Fraserburgh (see p. 573). — 109 M. *Aberdeen*, see p. 572.

From Elgin to Aberdeen viâ Craigellachie, 82 M., railway (from the G.N.S. station) in 2½-3 hrs. (fares 11*s.* 11*d.*, 5*s.* 11½*d.*). This picturesque line runs to the S. viâ *Longmorn, Rothes*, and *Dandaleith*, beyond which we cross the *Spey.* 12 M. **Craigellachie Junction** (*Craigellachie Hotel*), junction for the 'Speyside Line' to *Grantown* and *Boat of Garten* (see p. 577). — From (16 M.) *Dufftown* (Fife Arms), near which is the ancient *Castle of Balvenie*, we may ascend *Ben Rinnes* (2755 ft.; 3 hrs.). The line now crosses the *Fiddich* and runs to the N.E viâ *Drummuir* and *Keith Town* to join the foregoing route at (28 M.) Keith Junction.

From Elgin to Aberdeen by the Coast Line, 87 M., railway (from the G.N.S. station) in 2½-3½ hrs. (fares as above). Running to the N.E. viâ *Urquhart* and (9 M.) *Garmouth*, where Charles II. landed on his return from Holland in 1650, this line crosses the wide mouth of the *Spey* by means of an iron bridge 950 ft. in length. — 10 M. *Fochabers-on-Spey* (Gordon-Richmond Hotel), 4 M. from the village (see above). We skirt the coast, passing numerous little fishing-towns, the chief of which is (15 M.) *Buckie* (Cluny; Marine) — 21 M. *Cullen* (Seafield Arms) is an attractive summer and golfing resort. At (25 M.) *Portsoy* the line quits the coast, and beyond (29 M.) *Tillynaught Junction* (see below) and (36 M.) *Knock* joins the route from Keith at (38½ M.) *Grange* (see above). — From Tillynaught Junction a short branch diverges for **Banff** (*Fife Arms; Royal Oak*), an ancient town at the mouth of the *Deveron*, and connected by a bridge with the town of *Macduff* (see above). Close by is *Duff House*, presented, with 140 acres of land, by the Duke of Fife to the towns of Banff and Macduff; it is about to be converted into a first-class hotel.

From Inverness to *Edinburgh*, by railway viâ Perth, see R. 75; to *Thurso* and *Wick*, see R. 76.

74. From Edinburgh to Aberdeen.

Of the alternative routes described below the third is much the finest and should be preferred to the direct railway routes by all who have sufficient time at their disposal. — Steamer from *Leith*, see p. 525.

a. North British Railway, viâ the Forth Bridge and Fifeshire.

131 M. Railway in 3¼-4¼ hrs. (fares 21*s*., 9*s*. 8*d*.). This is the shortest and most direct route from Edinburgh to Aberdeen.

Edinburgh (Waverley Station), see p. 524. 1⅓ M. *Haymarket*. The line to Glasgow (R. 67) diverges to the left near (3½ M.) *Saughton*. — 9½ M. *Dalmeny*, where the Glasgow trains join ours (see p. 535), is the station for *South Queensferry* (p. 535).

The train now crosses the ***Forth Bridge**, pronounced by M. Eiffel 'the greatest construction of the world' and undoubtedly the most striking feat yet achieved by engineering in bridge-building. Fine views up and down the river.

This wonderful bridge, the total length of which, including the approaches, is 2765 yds., was erected in 1883-90, at a cost of over 3,000,000*l*. It is built on the 'cantilever and central girder system', the principle of which is that of 'stable equilibrium', its own weight helping to maintain it more firmly in position. Each of the main spans, 1700-1710 ft. in length (ca. 100 ft. longer than that of Brooklyn Bridge), is formed of two cantilevers, each 680 ft. long, united by a girder 350 ft. long. The steel towers from which the cantilevers spring are 360 ft. high (not much lower than the dome of St. Paul's) and are supported on granite piers, that in the middle resting on the small island of *Inchgarvie*. The clear headway at high water is 151 ft.; the deepest foundations are 88 ft. below high water. The total weight of metal in the bridge is 50,000 tons, or five times as much as that of the Britannia Bridge (p. 310). The designers and constructors of the bridge were *Sir John Fowler* (d. 1898) and *Sir Benjamin Baker* (d. 1907).

11¼ M. *North Queensferry* lies at the N. end of the Forth Bridge. About 2 M. to the N.W., up the Forth, is *Rosyth*, where a new naval base is under construction. 13¼ M. *Inverkeithing* (hotel) is the junction of a line to the N.W. to *Dunfermline* (for Perth, Stirling, etc.; see R. 75). The Aberdeen train runs to the E. and skirts the pleasant grounds of *Donibristle*, seat of the Earl of Moray, on the N. bank of the estuary of the Forth. — 17½ M. *Aberdour* (Woodside; Forth View), a favourite little sea-bathing place, with an old castle and the ruins of a Norman church, whence steamers ply to *Leith* (see p. 525).

20½ M. **Burntisland** *(Forth Hotel)*, a seaport and watering-place, is connected with (5 M.) *Granton* (p. 535) by a steam-ferry (fares 10*d*., 5*d*.). In the firth, about halfway to Granton (to the left), lies the fortified island of *Inchkeith*. — 22½ M. *Kinghorn*. — 26 M. **Kirkcaldy** *(George)*, a straggling town of (1901) 34,064 inhab., extending along the shore for 2 M., was the birthplace of Adam Smith (1723-90). Thomas Carlyle and Edward Irving were schoolteachers here. — Near (28 M.) *Dysart* the line turns to the N. and quits the Firth of Forth. — 31 M. **Thornton Junction** *(Rail. Rfmt. Room)*.

Lines run hence to the W. to *Dunfermline* and *Stirling* (comp. pp. 574, 548); to the S. to *Buckhaven* and *Methil;* and to the E. along the coast, viâ *Leven*, *Largo*, *Elie*, *Anstruther*, and *Crail* (all sea-bathing and golfing resorts), to *St. Andrews* (see below).

33 M. *Markinch* is the junction of a line to *Leslie*. — At the village of *Falkland* (Bruce Arms), 3 M. to the W. of (36½ M.) *Falkland Road* (omnibus five times daily), is an old royal *Palace* (16th cent.; restored), now the property of the Marquis of Bute. Nothing remains of the castle in which the Duke of Rothesay was starved to death by the Regent Albany in 1402. — At (39 M.) *Ladybank* lines diverge to *Perth* (p. 568) and *Kinross* (p. 574). — 44½ M. **Cupar** *(Royal; Tontine)*, the county-town of Fifeshire, with 4500 inhabitants. The County Hall contains portraits by Wilkie, Raeburn, and Allan Ramsay. — 51 M. *Leuchars*, with a fine old Norman church, is the junction of a line to (4½ M.) *St. Andrews*, and of another to (5½ M.) *Tayport*, opposite Broughty Ferry (p. 567).

St. Andrews (**Marine*, *Grand*, *Links*, R. from 2*s.* 6*d.*, D. 4*s.*, all near the golf-links; *Royal*, South St., R. 4-5*s.*, D. 3*s.* 6*d.*; *Alexandra*, near the station, quiet and pleasant), an ancient town with 9400 inhab., long the ecclesiastical metropolis of Scotland, is the seat of one of the four Scottish universities (founded 1411), and is perhaps the most fashionable watering-place in the country. It is the 'Metropolis of Golf', and the chief Golf Meetings, in May and October, attract large gatherings of visitors. It is one of the most ancient towns of Scotland, and the see of St. Andrews dates back to the 8th century. Patrick Hamilton, one of the first (1527), and Walter Mill (1558), the last Scottish martyr of the Reformation, both suffered at St. Andrews. George Wishart also was burned here in 1545, and his execution led to the speedy death of the Archbishop, Cardinal Beaton, who was assassinated in his palace in 1546 by several of Wishart's friends. The ruins of the **Cathedral*, built between 1159 and 1318, show that it must have been a very fine and extensive edifice. Adjacent is the square *Tower of St. Regulus* (108 ft.; view), erected about 1130 but assigned by popular tradition to a Pictish monarch of the 4th cent., and said to have been built in honour of St. Regulus, a Greek saint, shipwrecked here with the bones of St. Andrew, who henceforth became the patron-saint of Scotland. It may, however, occupy the site of an original Culdee cell. Near the W. end of the cathedral is the beautiful arcade known as the *Pends*. On a rock rising above the sea is the old *Castle* of the bishops. Opposite *Madras College*, a large school attended by about 900 boys, is a beautiful little fragment of a Dominican priory of the 13th century. The *University of St. Andrews* (585 students) includes the College of St. Mary (theological) and the United Colleges of SS. Salvator and Leonard, at St. Andrews, and the University College, at Dundee (see p. 567). A visit should be paid to the fine **Golf Links*, alive during the season with hundreds of votaries of the Scottish national pastime.

The train now crosses the *Tay* by the substantial *Tay Bridge*, 2 M. long, opened in 1887, and enters the *Tay Bridge Station* at —

59½ M. **Dundee.** — **Hotels.** Queen's, Royal, both in Nethergate; Royal British, High St.; Mather's (temp.), Whitehall Crescent; Lamb's (temp.), Reform St.

Railway Stations. *Tay Bridge Station*, for N.B.R. trains; *Dundee West*, for Caledonian trains to Perth; *Dundee East*, a joint-station, for trains to Forfar, Arbroath, Aberdeen. — **American Consul**, *W. Stanley Hollis.*

Dundee, the fourth city of Scotland in population but the second in respect of commerce, with (1908) 168,600 inhab., is a busy commercial and manufacturing place (linen, jute, etc.) with large docks

and ship-building yards, and is the chief port for the seal and whale fisheries. The **Old Steeple*, or *St. Mary's Tower* (156 ft. high), in the Nethergate, dates from the 14th cent. and was restored in 1871-3 by Sir G. G. Scott, who described it as 'one of the noblest church-towers in Scotland' (adm. 1*d.*; view). Adjacent is the *Town Cross* (1586). The *Albert Institute*, with a museum and a picture-gallery, is a Gothic edifice by Sir G. G. Scott. *University College*, established in 1883, chiefly with Miss Baxter's bequest of 140,000*l.*, now forms part of St. Andrews University (p. 566). The *Royal Infirmary* is an extensive building. Good views are obtained from the *Esplanade* (2 M. long), skirting the Tay, from the *Baxter* and *Balgay Parks*, and from *Dundee Law* (570 ft.).

From Dundee (West Station) a line runs to the N. viâ (6 M.) *Lochee* and (12½ M.) *Auchterhouse* to (16¾ M.) *Newtyle*; thence to the W. to *Coupar Angus* and (26¾ M.) *Blairgowrie* (p. 571), to the E. to *Alyth Junction* and (23½ M.) *Alyth* (p. 569). — From Dundee to *Perth*, see p. 569.

The train now turns to the E. and skirts the N. bank of the Tay estuary. 63 M. *Broughty Ferry*, a favourite residence of the citizens of Dundee, at the mouth of the Tay; 65½ M. *Monifieth* (Panmure); 70 M. *Carnoustie* (Bruce's; Panmure Arms), a watering-place, with golf-links. — 76 M. **Arbroath** (*White Hart*, R. or D. 3*s.* 6*d.*; *Imperial*), an industrial town and seaport, with (1901) 22,372 inhab., possesses an interesting ruined **Abbey*, founded by William the Lion in 1178. The remains are mainly E.E. About 10 M. off the coast, to the S.E., is the *Inchcape* or *Bell Rock Lighthouse*. Arbroath and its neighbourhood are described in Scott's 'Antiquary'. — 90 M. **Montrose** (*Central; Star; Queen's Temperance*), a clean little seaport at the mouth of the *South Esk*, with 14,000 inhab., is said to have been the birth-place of the Marquis of Montrose (in 1612), and it was the first place in Scotland where Greek was taught. A branch runs hence to the N. to (12 M.) *Bervie* (Castle).

Beyond (92 M.) *Hillside* our line unites with the Caledonian Railway (p. 569). Stations *Laurencekirk* and *Fordoun*. — 114½ M. **Stonehaven** (*Royal; Station*, R. 3*s.* 6*d.*), the county-town of Kincardine, visited for bathing (4900 inhab.). A little to the S. (to the right of the railway), perched upon a rock overhanging the sea, are the picturesque ruins of **Dunnottar Castle*, built in the 13th cent. and afterwards possessed by the Keiths, Earls Marischal of Scotland.

131 M. *Aberdeen*, see p. 572.

b. Caledonian Railway viâ Perth and Forfar.

155 M. Railway in 3½-4¾ hrs. (fares 21*s.*, 9*s.* 8*d.*). Comp. p. 565.

From *Edinburgh* (Princes St. Station or Waverley) to (36 M.) *Stirling* and (41 M.) *Dunblane*, see R. 69. Here the line to *Callander* and *Oban* (comp. pp. 547, 555) diverges to the left, while the Perth line runs to the right (N.). 50 M. *Greenloaning*, 2 M. from which is the Roman camp of *Ardoch*. — 57½ M. *Crieff Junction*.

From Crieff Junction to Balquhidder, railway in 1¼-2 hrs. — 5 M. *Muthill* (inn), 1½ M. from the village, whence an omnibus plies six times daily to (3 M.) *Crieff*. — 9 M. Crieff (*Royal; Drummond Arms; *Hydropathic*, pens. from 66*s.* 6*d.* per week), a town with 5200 inhab., situated on a hill in the midst of a finely-wooded district, is a good centre for excursions. In the neighbourhood are several well-preserved old castles: *Drummond Castle* (3 M. to the S.), the seat of the Earl of Ancaster; *Ochtertyre*, 2½ M. to the N.W.; *Monzie* (pron. Monee), 3 M. to the N., etc. From Crieff a line runs viâ *Almond Bank* (for *Methven*) to (18 M.) *Perth* (see below). — 15 M. Comrie (*Royal; Ancaster Arms*), with about 1200 inhab., is noted for slight earthquakes. To the N. opens *Glen Lednock*, with the *Devil's Cauldron*, whence a path ascends to the Melville Monument on *Dunmore Hill* (view). — From Comrie onwards the railway runs parallel with the road, traversing a well-wooded country, and crossing the *Earn* four times before reaching (20½ M.) *St. Fillans* (*Hotel), a lovely little village at the E. end of *Loch Earn*. We now skirt the N. bank of the loch for its entire length, with a view of *Ben Vorlich* (3224 ft.) on the opposite side. — 27½ M. *Lochearnhead* (hotel). — 29½ M. *Balquhidder* (p. 555), with the grave of Rob Roy. A road runs along the S. side of Loch Earn also.

68 M. **Perth.** — *Station Hotel, R. 4*s.*, B. 3*s.*, D. 5*s.*; Royal British, R. 4*s.*, D. 3*s.* 6*d.*, Queen's, R. 2*s.* 6*d.*, D. 4*s.*, both near the station; Royal George, on the Tay, ¾ M. from the station; Salutation, South St., R. 3*s.* 6*d.*, D. 4*s.*; Macmaster's, St. John's, Grand Temperance, three temperance hotels. — *Rail. Rfmt. Rooms.*

Electric Tramways traverse the chief streets and run to *Scone*, *Craigie*, *Cherrybank*, and *Dunkeld Road*.

Perth, picturesquely situated on the *Tay*, with (1908) 35,200 inhab., is an ancient town, claiming to be of Roman origin, and long the capital of the Scottish kings (comp. p. 526). Few traces of its antiquity are, however, left, for the 'rascal multitude' (as Knox called the Perth mob at the Reformation) and the municipal authorities then and later made a clean sweep of all the old religious houses. The principal church is *St. John's*, mainly of the Dec. period, with an earlier tower; in front of the high-altar Edward III. of England is said to have stabbed his brother, the Duke of Cornwall, in 1336. John Knox often preached here (ca. 1559). The *County Buildings*, in Tay Street, near a new iron bridge, occupy the site of the house in which the Gowrie Conspiracy against James VI. was formed (1600). In the same street is a *Museum* (daily 10-4, free), with good natural history collections, and at the N. end of the street is *Perth Bridge*, built by Smeaton in 1771, from which there is a good view. Adjoining the river are two open spaces of green sward, known as the *North* and *South Inch* (*i.e.* island). The former was the scene of the judicial combat between the Clan Chattan and the Clan Quhele, described by Scott in the 'Fair Maid of Perth'. The 'Fair Maid's House' is shown in Curfew Row, near the North Inch. In this neighbourhood also stood the *Dominican Convent*, where James I. was assassinated in 1437, in spite of the heroic action of Catherine Douglas, who made her arm do duty for the missing bar on the door (see Rossetti's ballad, 'The King's Tragedy'.) On the South Inch is the *Scott Monument* and to the S. is the *General Prison for Scotland*, originally built in 1812 for French prisoners, and since enlarged.

Those who have time should climb *Kinnoul Hill (730 ft.), which lies on the left bank of the Tay, and may be ascended from the railway-station in ¾ hr. The *View is charming. — Another good view is afforded by *Moncrieff Hill* (725 ft.), 3½ M. to the S.E. — At (2½ M.) *Scone* (tramway) is *Scone Palace* (no admission), a modern mansion on the site of the Augustine abbey in which the early Scottish kings were crowned.

FROM PERTH TO DUNDEE, 20 M., railway in ½-1 hr. (fares 3*s.* 6*d.*, 1*s.* 8*d.*). This line skirts the N. bank of the *Firth of Tay* and traverses the fertile *Carse of Gowrie*, viâ *Kinfauns*, *Errol*, *Longforgan*, etc. To the left are *Dunsinane* and the other *Sidlaw Hills*. — *Dundee* (West Station), see p. 568.

Beyond Perth our line runs to the N. to (72 M.) *Luncarty* and (75 M.) *Stanley Junction*, where it diverges to the E. (right) from the Highland Railway (see p. 575). — 80½ M. *Coupar Angus* (Royal) is the junction of the line to *Blairgowrie* (p. 571). — 85 M. *Alyth Junction* (Belmont). To *Dundee*, see p. 567.

A branch-line runs hence to the N. viâ (1¼ M.) *Meigle* (Kinloch Arms), with a celebrated collection of sculptured stones, to (5 M.) the small town of Alyth *(Airlie Arms)*, whence a road (coach daily) ascends the rocky and wooded valley of the *Isla* to (11 M.) *Glenisla* (hotel). The Isla forms several small waterfalls, the finest of which is the *Reekie Linn*. Near *Forter Castle*, 4 M. to the N. of Glenisla, a road leads to the W. to *Glen Shee* (p. 571).

At (92 M.) *Glamis* stands **Glamis Castle* (sometimes open on application), a stately baronial hall in a fine park, said by tradition to be the ancestral home of Macbeth. The room in which the thane is said to have murdered Duncan in 1040 is still pointed out (comp. pp. 562, 563). It seems probable that Malcolm II. was really murdered here in 1033. The present mansion, with its numerous towers and turrets, dates mainly from 1578-1621. — 96½ M. **Forfar** *(County Arms; Royal; Jarman's)*, an ancient town with 10,700 inhab., once the seat of the Scottish kings.

Branch-lines run hence to (6 M.) *Kirriemuir* (Airlie Arms, pens. 35-45*s.* per week; Ogilvie Arms, pens. 7*s.* 6*d.*), a weaving-village, identified with the 'Thrums' of Mr. J. M. Barrie's tales; to *Broughty Ferry* (p. 567); and viâ Brechin direct to *Edzell* (Panmure Arms; Star), with the interesting ruins of a large castle. Coaches ply from Kirriemuir to *Clova* (daily except Frid.), to *Glen Prosen* (twice weekly), and to *Glenisla* (once weekly); and from Edzell to *Tarfside* and *Invermark* (on Mon., Wed., & Sat.).

105 M. *Guthrie Junction* is the starting-point of a line to (8 M.) *Arbroath* (p. 567). — From (112½ M.) *Bridge-of-Dun* a short branch runs to (4 M.) **Brechin** *(Commercial; Crown)*, a town of 9000 inhab., with a *Cathedral* founded by David I. about 1150, but utterly spoiled by restoration in 1807. Adjacent is a *Round Tower* (100 ft. high), dating from the 11th cent., or perhaps earlier. Not far off is *Brechin Castle*, the seat of the Earl of Dalhousie, a modern mansion on the site of an old castle. To *Edzell*, see above.

115 M. *Dubton* is the junction of a short line to *Montrose* (p. 567). We now join the N.B.R. — 124 M. *Laurencekirk* and thence to (155 M.) *Aberdeen*, see p. 567.

c. Viâ Perth, Blair Atholl, and Braemar.

To this excursion, the finest route to Aberdeen, not less than 4 days should be devoted. 1st Day. Railway from Edinburgh to *Perth* (1-3½ hrs.; fares 8*s.*, 3*s.* 10½*d.*), and thence by an evening train, in ¾ hr., to

Dunkeld. 2nd Day. Railway from Dunkeld to *Blair Atholl* in ¾-1 hr. — 3rd Day. From Blair Atholl to *Braemar* through Glen Tilt, a walk of 9-10 hrs. This stage is usually accomplished on foot or on horseback (guide and pony 30*s.*), as the middle part of it (10 M.) is not available for carriages. It is, however, possible to drive or ride to (8 M.) *Forest Lodge*, walk thence to (10 M.) *Bynack Lodge*, and drive or ride the rest of the way (12 M.) by carriage or pony ordered from Braemar by telegram. Walkers should start early and take luncheon with them, as no inns are passed on the way. — 4th Day. From Braemar by motor-omnibus, in 1½ hr., to *Ballater*; and thence by railway, in 1⅔ hr., to *Aberdeen*.

Those who wish to avoid the somewhat fatiguing route through Glen Tilt may drive from Dunkeld or Blairgowrie to Braemar by the coach-route described in the opposite direction on p. 571. It is also possible to drive all the way from Pitlochry to Braemar, by a somewhat round-about route (46 M.).

From Edinburgh to *Perth*, see R. 75 and R. 74b; from Perth to *Blair Atholl*, see pp. 575, 576.

From Blair Atholl to Braemar through Glen Tilt, 30 M. — The route follows the *Tilt* closely for the larger half of the way, passing through the wild **Glen Tilt**, which contains numerous red deer. To the right rises *Ben-y-Gloe* (3671 ft.), the 'mountain of the mist'. Several small waterfalls are passed. The road ceases at (8 M.) *Forest Lodge*, a shooting-box of the Duke of Atholl, beyond which we follow a rough footpath. A little beyond the (5¼ M.) *Ford of Tarff*, now crossed by a bridge, we reach the highest point of the route (1550 ft.). At (4½ M.) *Bynack Lodge* (Duke of Fife) the road re-appears, and *Ben Muich-Dhui* (p. 571) comes into sight in front. In 2½ M. more we reach and cross the *Dee*, and we then follow its left bank to the (3 M.) **Linn of Dee*, where the river dashes through a narrow rocky 'gut'. We here again cross the Dee. About 1½ M. farther on we reach a path on the right (with a placard announcing that no carriages are allowed this way), which leads to (1½ M.) the *Colonel's Bed*, a narrow ledge above a deep pool, which is said to have furnished shelter to one of those who were 'out in the 45'; the rapids a little farther up are fine also. [Those who make this digression have to return by the same way to the road.] About 2 M. beyond this path, to the left, at a bridge, is a rustic gate leading to the small but picturesque **Corriemulzie Falls* (close to the road). Nearly opposite this gate was the entrance to *Mar Lodge* (Duke of Fife), burned down in 1895. A new Lodge has been erected near *Old Mar Castle*, on the other side of the Dee, opposite Braemar. Then (8 M.) —

Braemar, or *Castleton of Braemar* (1100 ft.; **Fife Arms*, **Invercauld Arms*, R. 4*s.* 6*d.*, D. 5*s.*, both overcrowded in the season; *Lodgings*), a pleasant spot for a stay of a few days, romantically situated on the Dee and surrounded by lofty mountains. The environs are finely wooded. The air is bracing and exhilarating.

To the S.W. rises *Morrone Hill* (2819 ft.), easily ascended in 1½ hr. and affording a good view of Braemar, Ben Muich-Dhui, etc. — To the **Falls of Garawalt*, 3-4 hrs. We follow the road to Ballater (see p. 571) for 3 M., and then turn to the right (through a gate, on this side of Invercauld Bridge (guide-posts). Fine view from an iron bridge above the falls. Perhaps

the most interesting drive is to the (6½ M.) *Linn of Dee* (p. 570), visiting the Corriemulzie Falls and Colonel's Bed on the way, and returning along the N. bank of the Dee to (9 M.) *Invercauld Bridge* and passing the *Linn of Quoich* (in all 18-19 M.).

Ben Muich-Dhui (4296 ft.), the highest mountain in Scotland after Ben Nevis (p. 561), rises to the W. of Braemar, from which it may be ascended in 10 hrs., there and back (guide 10*s.*, pony 10*s.*). The road to it crosses the Dee, at the Linn of Quoich (see above), and leads to (10 M.) *Derry Lodge*, up to which point driving is practicable. This reduces the necessary walking or riding (up and down) to 5½-6 hrs. The pony-track from Derry Lodge is easily traced. The *View from the top is very extensive. Those who wish to descend to Aviemore (p. 577) should follow the ridge to the N. to the (1 hr.) top of Cairngorm (4084 ft.; view) and descend thence through *Rothiemurchus Forest* (guide or good map and compass desirable; also plenty of daylight). To the right (E.) of the ridge between Ben Muich-Dhui and Cairngorm lies the solitary and deep-blue *Loch A'an*, surrounded by rocky walls, 900-1500 ft. high.

Another favourite ascent from Braemar is that of *Lochnagar (3786 ft.), which lies to the S.E. (4-5 hrs.; guide 7*s.* 6*d.*, pony 7*s.* 6*d.*). The route leads through *Glen Callater*, and carriages can go as far as (5½ M.) *Loch Callater*, whence the path to the summit is fairly defined. Below the N. shoulder lies the small lake of *Lochnagar*. Byron spent part of his boyhood in the farmhouse of *Ballatrich*, 5½ M. from Ballater, and has sung the praises of Lochnagar in a well-known passage. — The descent may be made (clearly marked tracks) to *Ballater* or *Balmoral* (see below).

From Braemar to Blairgowrie (6 hrs.; fares 12*s.* 6*d.*-13*s.* 6*d.*) and Dunkeld (8½ hrs.; 14-15*s.*), coach (8 a.m.) daily, through *Glen Clunie* and the picturesque *Glen Shee*. Halts are made at the (15 M.) *Spital of Glenshee Hotel* and the (26 M.) *Persie Inn*. 28 M. *Bridge of Cally* (Temperance Inn); hence to Pitlochry, see p. 576. 35 M. *Blairgowrie* (Royal, R. or D. 3*s.* 6*d.*; Queen's). Passengers for Perth may go on hence by afternoon train viâ *Cowpar Angus* (p. 569). The coach goes on to (47 M.) *Dunkeld*, see p. 575.

From Braemar motor-omnibuses (fare 2*s.* 6*d.*) run five times daily to (17½ M.) *Ballater* in 1½ hr. The highly picturesque *Route passes *Invercauld House* on the left, and crosses (3 M.) **Invercauld Bridge*, the finest point on the road, which follows the *Dee* the whole way. 6 M. (to the right) **Balmoral Castle**, the Highland home of King Edward VII. The cairns which crown most of the hills here are memorials of friends of Queen Victoria. To the left, ¾ M. beyond Balmoral, is the new *Crathie Church* (1893-5), the interior of which is adorned with gifts from the royal family and others. Then (1½ M.), to the right, *Abergeldie Castle*, a shooting-box of the Prince of Wales. — 6½ M. **Ballater** (750 ft.; *Invercauld Arms*, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; *Loirston Temperance*), a small summer-resort with golf-links, pleasantly situated at the foot of the wooded *Craigendarroch* (1250 ft.), which is frequently ascended for the sake of the view (½ hr.).

From Ballater excursions may be made to *Morven* (2862 ft.), the (6 M.) *Linn of Muick*, (2 M.) *Pannanich Wells*, (6½ M.) *Burn of the Vat*, etc. It is also one of the recognized starting-points for an ascent of *Lochnagar* (see above; 4-5 hrs.).

Ballater is the terminus of the Deeside Railway, which runs hence along the Dee to (43½ M.) *Aberdeen* (1½-1¾ hr.; fares 7*s.* 3*d.*, 3*s.* 7½*d.*). The chief intermediate stations are (11 M.) *Aboyne* (Huntly Arms), with the seat of the Marquis of Huntly,

and (26½ M.) *Banchory* (Burnett Arms; Tor-na-Coille). Beyond (38½ M.) *Murtle* the large *Deeside Hydropathic* (2*l.* 12*s.* 6*d.* per week) is seen to the right.

43½ M. **Aberdeen.** — **Hotels.** PALACE (Pl. b; A, 5, 6), at the station and 159 Union St., R. or D. 4*s.* 6*d.*; STATION, Guild St., R. 3*s.* 6*d.*, D. 4*s.*; GRAND (Pl. c; A, 5), Union Terrace Gardens, R. from 4*s.* 6*d.*, D. 4*s.* 6*d.*; *IMPERIAL (Pl. a; B, 5), Stirling St., R. or D. 4*s.* 6*d.*; DOUGLAS (Pl. d; B, 5), Market St.; ROYAL (Pl. e; A, 6), Bridge Place; WAVERLEY TEMPERANCE (Pl. f; B, 5, 6), 22 Guild St.; FORSYTH'S TEMPERANCE (Pl. g; B, 5), 100 Union St. — *The Queen's Restaurant*, 120 Union St., near the station (D. 2*s.* 6*d.*).

Cabs. Per mile 1*s.*, each addit. ½ M. 6*d.*; per hour 2*s.*-2*s.* 6*d.* — **Electric Tramways** traverse the principal streets and ply to the various suburbs.

Steamers. To *Leith* (Edinburgh), see p. 525; to (36 hrs.) *London* every Wed. & Sat. (30*s.*, 15*s.*); to (18 hrs.) *Inverness* every Tues. & Frid. (8*s.*); to (12 hrs.) *Newcastle* every Sat. or Sun. (10*s.*, 6*s.*); to (20 hrs.) *Hull* every Tues. or Wed. (15*s.*, 10*s.*). To *Wick* and the *Orkney* and *Shetland Islands*, see p. 584.

Theatres. *His Majesty's* (Pl. 6; A, 5), Rosemount Viaduct; *Palace* (varieties), Bath St. — *Music Hall* (Pl. A, 5, 6), Union St., for concerts, meetings, etc.

Post Office (Pl. A, 6), Crown St.

Bathing Station (Pl. D, 4), with all kinds of baths and a swimming-pond.

American Consular Agent, *William P. Quann.*

The GREAT NORTH OF SCOTLAND RAILWAY has arranged numerous pleasant circular tours from Aberdeen, taking in Dundee, Perth, Dunkeld, Inverness, the Trossachs, the 'Three Rivers Tour' (Spey, Don, Dee), etc.

Aberdeen, which may be called the capital of the N. of Scotland, is a handsome city, built chiefly of granite, situated between the mouths of the Dee and Don. Pop. (1908) 178,000.

Aberdeen is one of the oldest towns in Scotland, though the time of its foundation is obscure. The earliest known municipal charter, afterwards extended by Robert Bruce, was granted by William the Lion in 1179. Its characteristic industry is the production of polished granite monuments, columns, etc., in which about 100 firms are engaged. The art of granite-polishing, which had been lost (as far, at least, as this country is concerned) since the days of the Pharaohs, was revived here about 1818 by Mr. Alexander Macdonald (A. Macdonald & Co.), and has become the chief source of the town's prosperity. Upwards of 250,000 tons of granite are annually quarried in Aberdeenshire. The visitor should not quit Aberdeen without going over one of the highly interesting granite-works. Ship-building and paper-making also are important industries. Aberdeen carries on a large export-trade in granite monuments, cattle, etc., and is one of the most important centres of trawl-fishing in the country. It has a fine harbour and docks.

UNION STREET (Pl. A, B, 5, 6), the chief thoroughfare of Aberdeen, ¾ M. long and 70 ft. wide, built entirely of granite, and one of the handsomest streets in Europe, has been described ('The Land We Live In') as possessing 'all the stability, cleanliness, and architectural beauties of the London West End streets, with the gaiety and brilliancy of the Parisian atmosphere'. It contains the *East* and *West Churches* (with a tower in common; Pl. B, 5), statues of *Queen Victoria* and *Prince Albert*, and numerous elaborate granite façades; while near its E. end stand the fine *Municipal Offices* (Pl. B, 5), the lofty tower (210 ft.) of which commands an extensive *View. In Castle St. (Pl. B, 5), the E. continuation of Union St., is the old *Cross* (1686) of Aberdeen. Broad St. (in which Lord

ABERDEEN
1:22,500
0 500 1000 1500 2000 Feet
0 100 200 300 400 500 600 Metres
1 Free Library A.5.
2 U.F. South Church A.5.
3 Markets B.5.
4 R.C. Chapel A.5.6.
5 Trades Hall A.5.
6 H.M Theatre A.5.
A
B
C
D
1
2
3
4
5
6
Brig o Balgownie
Bridge of Don
St Machar Cathedral
Old Aberdeen
King's College
University Rd
Links Field Road
Old Town Links
Golf Course
Broad Hill
Orchard
St Peters Cemetery
Kirkland Road
Trinity Cemetery
Educational Trust School
Epidemic Hospital
Bathing Station
Queen's Links
Battery
Gas Works
Cotton Street
Constitution Str
Jasmine Terr
Sommerset Terr
Frederick Street
East Park
Marischal College
Municipal Buildings
Art Gallery
Gordon's College
Infirmary
Churches
Regent Quay
Victoria Dock
Upper Dock
Waterloo Quay
Trinity Quay
Blaikie's Quay
Fish Market
Commercial Rd
Tidal Basin
Albert Basin
Albert Quay
Footdee
Railway Station
Esplanade
River Dee
Edinburgh
Guild Street
Union Street
Market Street
Broadford Road
Kepplehill Road
Springhaugh
Wellington Rd
Waterloo Place
Commerce Str
Regent Terr
Victoria Rd
Virginia Street
Shiprow
Broad Street
Castle Street
Schoolhill
Upperkirkgate
Belmont Street
Rosemount Viaduct
Rosemount Place
Holburn Street
Skene Street
Albyn Place
Queen's Road
Carden Place
Rubislaw Terrace
Rubislaw Den South
Rubislaw Den North
Queen's Cross
Hazlehead Park
Springfield Rd
Cairnfield Rd
Cairnfield Place
Cairnfield Terrace
Cairnfield Gardens
Cairnfield Avenue
Cairnfield Road
Ferryhill Terrace
Ferryhill Place
Ferryhill Rd
Ferryhill Ho
Ferryhill Cottages
Ferryhill Lodge
Ferryhill Terr
Ferryhill Pl
Ferryhill Ho

Byron lived with his mother in his boyhood; house demolished) leads to the N. from Union St. beside the Municipal Offices to *Marischal College* (Pl. B, 5), founded in 1593 by the fifth Earl Marischal and incorporated with King's College (see below) in 1860, as part of the *University of Aberdeen*, one of the four Universities of Scotland (970 students). Considerable additions were made to the college-buildings in 1895, including the **Mitchell Tower* (233 ft.) and *Hall* (116 ft. long), and in 1906. Admission to the tower and hall daily, from July to Sept. 11-12 and 2.30-3.30, other months daily 11-12, Sat. 2.30-3.30. — To the N. of the W. part of Union St., behind the *Music Hall*, rises the spire (200 ft.) of the *Roman Catholic Church* (Pl. 4; A, 5, 6), the most beautiful of the numerous church-steeples that form so conspicuous a feature in every view of Aberdeen. — Looking to the N. from the Union Bridge in Union St., we have a view of a number of fine new buildings: on the left, in Union Terrace (Pl. A, 5; where there is a statue of *Robert Burns*), the *Parish Council Buildings* and the *School Board Offices;* in front, in School Hill, the *United Free South Church* (Pl. 2), the *Public Library* (Pl. 1), before which is a *Statue of William Wallace*, and *His Majesty's Theatre* (Pl. 6); and to the right the *East* and *High United Free Churches* and the *Trades Council Hall* (Pl. 5; A, 5). — In School Hill, farther to the N., are *Robert Gordon's College* (founded in 1750) and the *Art Gallery & Museum* (Pl. A, 5). The last contains an admirable collection of casts, and numerous modern paintings and drawings, among which is the collection formed by the late Mr. Alex. Macdonald, son of the founder of the granite industry (see p. 572), including a unique series of portraits of eminent modern artists, mostly painted by themselves. In front of Gordon's College is a *Statue of General Gordon.*

The chief objects of interest are, however, in *Old Aberdeen*, the seat of a bishopric founded in the 12th cent., which lies 1 M. to the N., near the mouth of the *Don* (tramway from Castle St. viâ King St.). **King's College* (Pl. A, 2) here, the other member of Aberdeen University (comp. above), was founded in 1494. The only remaining part of the old buildings is the *Chapel*, surmounted by a fine lantern-tower and containing some beautiful wood-carving (adm. 10-1 and 2-4; 3*d.*). About $^1/_3$ M. to the N. of King's College is the *Cathedral of St. Machar* (Pl. A, 1), dating from 1366-1522 and said to be the only granite cathedral in Christendom. It consists of the nave only of the original edifice, and is still in use as a parish-church. Thence Don Street leads to the N.E. to the ($^1/_3$ M.) picturesque *Brig o' Balgownie*, or *Old Bridge of Don*, erected in 1320. — Aberdeen has six *Public Parks*, exclusive of the *Links* (360 acres).

From Aberdeen to Peterhead, 44 M., railway in 1$^3/_4$-2 hrs. (fares 7*s.* 4*d.*, 3*s.* 8*d.*); to Fraserburgh, 47$^1/_2$ M. in 1$^2/_3$-2$^1/_4$ hrs. (7*s.* 11*d.*, 3*s.* 11$^1/_2$*d.*). — At (6 M.) *Dyce Junction* (p. 564) we diverge to the right from the Inverness line. — A motor-omnibus plies twice daily from (14$^1/_2$ M.) *Udny* to *Methlick*

(1 1/3 hr.; fare 1*s.* 6*d.*). — From (19 1/2 M.) *Ellon* (Station Hotel; New Inn), a picturesque branch-line runs to (10 M.) *Cruden Bay* (Cruden Bay Hotel, R. 4*s.*, D. 4*s.* 6*d.*; Kilmarnock Arms, at Port Erroll), with a fine golf-course, and (15 1/2 M.) *Boddam* (Sea View), a summer-resort, 3 M. to the S. of Peterhead (omn. 3*d.*). Between Cruden Bay and Boddam is the rocky cauldron known as the *Bullers of Buchan*. — At (31 M.) *Maud Junction* the lines to Peterhead and to Fraserburgh separate. Omnibus several times daily to *New Deer*, going on once daily to *Turriff* (p. 564). — 44 M. **Peterhead** *(Royal; North Eastern; Palace Temperance)*, a town with 11,760 inhab., is an important port for the herring-fishery and possesses quarries of red granite. It was the birthplace of *Marshal Keith* (d. 1758), of whom a statue, presented by King William I. of Prussia in 1868, stands in front of the town-hall. — 47 1/2 M. **Fraserburgh** *(Saltoun; Royal; Station)* is a still more important fishing-station (9600 inhab.), with a large harbour. A light railway goes on hence to (5 1/4 M.) *St. Combs*.

From Aberdeen to *Inverness*, see pp. 564, 563.

75. From Edinburgh to Inverness.

166 or 186 M. Railway in 5 1/4-8 hrs. (fares 27*s.* 8*d.*, 13*s.* 8 1/2*d.*). To *Perth* by the Caledonian (1 3/4-3 1/2 hrs.) or by the North British Railway (1-2 hrs.; fares by either 8*s.*, 3*s.* 10 1/2*d.*); thence to *Inverness* by the Highland Railway. — The Caledonian route to (68 M.) *Perth* has been given in R. 74b; the following is a description of the route of the N.B.R. viâ the Forth Bridge and Glenfarg.

From *Edinburgh* (Waverley) to (13 1/4 M.) *Inverkeithing*, the junction for the Dundee line, see p. 565. The Perth line runs to the N. and soon enters the *Lower Station* of (16 3/4 M.) **Dunfermline** *(City Arms; Royal;* Amer. Consul, *Maxwell Blake)*, a linen-manufacturing town with (1901) 25,250 inhab., of interest to tourists for its *Abbey, founded by Queen Margaret and Malcolm Canmore towards the end of the 11th century. Of their building nothing now remains; but the nave of the second church on this site, a fine Norman edifice of 1150, still exists in conjunction with a barbarous modern structure of 1820. Robert Bruce, whose grave is marked by a monumental brass erected in 1888, and other Scottish monarchs are buried here.

The scanty remains of *Dunfermline Palace*, the birthplace of Charles I., adjoin, and though still crown property are under the same management as *Pittencrieff Park and Glen*, which were presented to Dunfermline in 1903 by Mr. Andrew Carnegie, a native of the town, together with an endowment of 500,000*l.* to be administered for the educational, social, and moral benefit of the citizens. This interesting sociological experiment has led so far to the establishment of a museum, branch-libraries, a college of hygiene and physical training, a gymnasium and baths, and of various means of recreation.

From Dunfermline (Upper Station) a line runs to (20 min.) *Stirling* (p. 547) viâ (18 M.) *Alloa* (p. 548).

21 1/2 M. *Crossgates*, the junction of a line to *Thornton Junction* (for St. Andrews, Dundee, etc.; see p. 565); 22 1/2 M. *New Cowdenbeath*; 23 1/4 M. *Kelty;* 26 3/4 M. *Blairadam*. To the right lies *Loch Leven* (p. 549). 29 1/2 M. *Loch Leven Station*. — 30 1/2 M. *Kinross*, the junction of a line to *Stirling* (see p. 549). — At (34 M.) *Mawcarse* the new direct line diverges to the left from the old line to *Ladybank* (p. 566) and enters the romantic vale of **Glenfarg*. Two

tunnels. 37½ M. *Glenfarg*. At (44 M.) *Bridge of Earn* our line unites with the old line from Ladybank. — 48 M. **Perth**, see p. 568.

Beyond Perth we continue our journey by the HIGHLAND RAILWAY, one of the most beautiful lines in the three kingdoms. — 49¼ M. (from Perth) *Luncarty* (p. 569); 51¼ M. *Stanley Junction*, for the line to *Forfar* and *Aberdeen* (p. 569); 101¼ M. *Murthly*. The train now skirts the base of *Birnam Hill* (see below; to the left), the woods of which marched to *Dunsinane* (see p. 569), to the discomfiture of Macbeth.

151½ M. **Dunkeld** (**Birnam*, finely situated near the station, R. 4-6*s*., B. 3*s*., D. 4*s*. 6*d*.; *Atholl Arms*, R. 2*s*. 6*d*., D. from 3*s*., **Royal*, R. from 3*s*. 6*d*., D. 4*s*. 6*d*., in the town), a small 'city' with 900 inhab., charmingly situated on the left bank of the Tay, ½ M. from the station, which is in *Birnam*. We reach the **Park of the Duke of Atholl* by crossing the bridge and going straight through the town; about 50 yds. beyond the end of the town, to the left, is the entrance to the park. Here we are met by a guide (adm. for 1-2 pers. 2*s*., each member of a party 1*s*.), who conducts us to the cathedral, the hermitage, and other points of interest (a walk of 1½-2 hrs.).

The *Cathedral, charmingly situated on a grassy lawn, dates mainly from 1318-1477. The choir has been restored and is used as the parish-church of Dunkeld. Near the main door is the tombstone of the 'Wolf of Badenoch'. Gavin Douglas (d 1522), translator of Virgil, was Bishop of Dunkeld. Close to the W. end of the cathedral are two of the oldest larches in Scotland. We then walk through the pretty grounds, skirting the Tay, to the ferry. Here we cross the river and ascend to the *Falls of the Braan* or *Bran* and the so-called *Hermitage*, whence we return to (¾ hr.) Dunkeld along the opposite bank of the Braan. This is the ordinary round, but the visitor should not fail to ascend the left bank of the Braan to the *Rumbling Bridge* (½ hr. from the Hermitage), with a romantic waterfall in a narrow gorge, and then return along the right bank of the Braan to Dunkeld (1 hr.).

Birnam Hill (1325 ft.), which may be ascended from the station in ¾ hr., commands a beautiful view. Two splendid trees (an oak and a sycamore), close to the river, behind the Birnam Hotel, are held to represent 'Birnam Wood which came to Dunsinane'. Other walks may be taken to *Craig-y-Barns*, the (3 M.) *Loch of the Lowes*, etc.

From Dunkeld to *Blairgowrie* and *Braemar*, see p. 571.

FROM DUNKELD TO ABERFELDY (viâ Ballinluig, see p. 576), 17 M., railway in 35-50 min. (fares 2*s*. 10*d*., 2*s*. 1*d*., 1*s*. 5*d*.). Near Aberfeldy (*Breadalbane Arms; Palace; Weem Hotel*, across the Tay, 1 M. from the station), a village at the junction of the *Moness* and the Tay, are the romantic *Falls of Moness* (adm. 6*d*.), in a pretty little glen, clothed with the rowans and larches that now represent Burns's 'Birks (birches) of Aberfeldy'.

FROM ABERFELDY TO LOCH TAY AND CALLANDER, a delightful and easily accomplished excursion. Coach in summer twice daily to *Kenmore*; steamer thence on Loch Tay to *Killin Pier* (p. 576) in 1¼-1¾ hr., and railway thence to *Callander* in ¾-1 hr. — From Aberfeldy the coach runs through the picturesque valley of the *Tay* to (6½ M.) *Kenmore* (Breadalbane Hotel), situated at the point where the river flows out of Loch Tay (15 M. long, ½-1 M. wide), one of the finest of the Highland lakes. Adjacent is *Taymouth Castle*, the seat of the Marquis of Breadalbane, surrounded by finely wooded grounds, which are open to the public (8-4). Two good roads lead from Kenmore to Killin, the one (16 M.) along the N.W. shore of Loch

Tay, skirting the base of *Ben Lawers* (see below), the other (18 M.) passing near the (2 M.) *Falls of Acharn*, along the S.E. shore. — The steamer on Loch Tay leaves Kenmore pier thrice daily: once for Killin direct, on the other trips calling at *Fearnan* (Temperance Hotel), on the N.W. bank (coach to Glen Lyon daily); *Ardtalnaig* (S.W. bank); *Lawers* (Temperance Hotel), at the foot of Ben Lawers (see below); and *Ardeonaig* (inn), on the S.W. bank. At *Killin Pier* we reach the railway, which crosses the Lochay (*View; pretty falls higher up) and leads to (1 M.) the pretty village of *Killin* (Killin Hotel; *Bridge of Lochay Hotel, 1/2 M. from the station), situated on both banks of the *Dochart*, near its entrance into Loch Tay. Thence the line runs to (4 1/2 M.) *Killin Junction* (p. 555), where we reach the railway to *Callander* (p. 547) and *Oban* (p. 552). In front towers *Ben More* (3843 ft.).

Ben Lawers (3984 ft.) may be ascended from the hotel at its foot (see above) in 4-5 hrs. there and back (guide 5*s*., pony 5*s*.). The route quits the Kenmore road beyond the first streamlet, along the left bank of which it ascends. Beyond (40 min.) a stile over a wall we proceed straight on, climb the E. ridge some distance from the summit, and then follow the ridge to the top (fine view). Many rare plants are to be found on Ben Lawers.

From (23 1/2 M.) *Ballinluig* (Rail. Rfmt. Rooms), the third station beyond Dunkeld, a line runs viâ (4 1/4 M.) *Grandtully* (Hotel) to (9 M.) *Aberfeldy* (p. 575). — 28 1/2 M. **Pitlochry** (*Fisher's Hotel; Scotland's*, R. 3*s*., D. 4*s*.; *Moulin*, 1 M. from the station; **Atholl Hydropathic; Pitlochry Hydropathic; Rail. Rfmt. Stall*), a favourite summer-resort, in the midst of pretty scenery, is an admirable excursion-centre. To the right rises *Ben Vrackie* (2757 ft.).

From Pitlochry to Tummel Bridge, 14 M., mail-cart daily in 2 1/2 hrs. (fare 3*s*. 6*d*.); also coach once a week to (10 1/2 M.) *Loch Tummel Inn* (return-fare 3*s*. 6*d*.). This fine drive leads viâ (3 M.) *Garry Bridge*, whence the **Falls of the Tummel* may be visited, to (7 M.) the *Queen's View*, at the E. end of **Loch Tummel* (whence pedestrians may return by the S. bank of the Tummel). The road then skirts the N. shore of the loch to (10 1/2 M.) *Loch Tummel Inn*, beyond which the mail-cart goes on to (14 M.) *Tummel Bridge* (hotel), see p. 556. — Thence to *Kintoch Rannoch* and to *Aberfeldy*, see p. 556.

Another road leads from Pitlochry viâ (1 M.) *Moulin* (hotel) to (12 1/2 M.) *Kirkmichael* (mail-cart daily; coach weekly) and (19 1/2 M.) *Bridge of Cally* (p. 571), where it joins the Braemar road. — The **Pass of Killiecrankie* (see below), near the confluence of the Tummel and the Garry, is seen to greatest advantage by drivers or walkers from Pitlochry (4 1/2 M.). — A good walk may be taken from Pitlochry over the hills to (4 M.) *Grandtully* (see above) and (10 M.) *Aberfeldy* (p. 575).

Beyond Pitlochry the train passes through the wooded ***Pass of Killiecrankie**, where the troops of William III. under General Mackay were defeated in 1689 by the Jacobites under Viscount Dundee. The spot on which Dundee (Claverhouse) fell is still pointed out. — The *Garry* flows through the pass and beyond (32 1/4 M.) *Killiecrankie* the railway skirts its left bank.

35 1/4 M. **Blair Atholl** (**Atholl Arms*, R. 4*s*., D. 4*s*. 6*d*.; **Till*, smaller, R. from 2*s*., D. 3*s*.), in a finely wooded district, with *Blair Castle*, the principal seat of the Duke of Atholl. In the **Park* (adm. 1*s*.), to the right on leaving the station, are the *Falls of the Fender* (1 1/4 M. to the E.).

From Blair Atholl to *Braemar*, *Ballater*, and *Aberdeen*, see pp. 570-572.

40 M. *Struan* (Struan Inn). About 2 M. to the E. are the **Falls of the Bruar*. A coach runs hence twice daily to (13 M.) *Kinloch Rannoch* (see p. 556) viâ *Glen Erichdie* (2¼ hrs.; fare 4s. 6d.). — The line now quits the Garry, which issues from *Loch Garry*, seen to the left just before (51 M.) *Dalnaspidal*. In the *Pass of Drumochter*, before (58½ M.) *Dalwhinnie* (Loch Ericht Hotel), the line reaches the highest point (1484 ft.) attained by any railway in Great Britain. To the left appears *Loch Ericht*, above which towers *Ben Alder* (3757 ft.). — 71½ M. **Kingussie** (*Duke of Gordon*, R. or D. 4s., *Star*, same proprietor, R. 3s., D. 3s. 6d.; *Royal; Rail. Rfmt. Rooms*), a picturesque summer-resort, before which we have entered the valley of the *Spey*. Coach or mail-cart twice daily to (37½ M.) *Tulloch*, see p. 556. — Immediately before reaching (78 M.) *Kincraig* we have a view (to the right) of *Loch Insch*, through which the Spey flows. — 83¼ M. **Aviemore** (**Station Hotel; Lynwilg*, 2¼ M. to the S. of the station; *Rail. Rfmt. Rooms*) is the junction of the old line to Inverness viâ Forres and Nairn.

From Aviemore to Forres, 35½ M., railway in 1¼-1½ hr. (fares 6s., 3s.). The line descends the valley of the *Spey* to the right. 5 M. *Boat of Garten* (Station Hotel). The 'Speyside Line' of the G. N. S. Railway diverges here to the right, and runs viâ *Nethy Bridge*, *Grantown*, *Ballindalloch* (coach to *Tomintoul* viâ *Glenlivet*, 16 M. in 3¾ hrs.; also motor-car twice daily), etc. to (41 M.) *Craigellachie Junction* (p. 564) for *Elgin* and *Aberdeen*. — 9 M. *Broomhill*, 2 M. from Nethy Bridge. 12½ M. *Grantown* (Grant Arms; Palace), on the *Spey*, a favourite inland health-resort, surrounded by pine-woods. Golf-links and pleasant excursions in the neighbourhood. — The line quits the valley of the Spey, and beyond *Dava* and *Dunphail*, reaches (35½ M.) **Forres** (p. 551). Thence to (35 M.) *Inverness*, see pp. 561, 563.

The direct line quits the valley of the Spey. Beyond (90 M.) *Carrbridge* (hotel) it ascends by means of cuttings, embankments, and viaducts to the wild *Sloch (Slochd Mhuic) Pass* (1315 ft.), and then descends to cross the *Findhorn*. — 99 M. *Tomatin* (Freeburn Hotel). — To the right, farther on, appears *Loch Moy*, at the N. end of which is *Moy Hall*, the residence of The Macintosh. 103¼ M. *Moy*. 107 M. *Daviot*. Fine mountain view. The line now sweeps round *Culloden Moor* (p. 563) and reaches the (111¼ M.) station of *Culloden Moor*. — 118 M. *Inverness*, see p. 562.

76. From Inverness to Thurso and Wick.

Highland Railway to *Thurso*, 154 M., in 6·7 hrs. (fares 25s. 6d., 12s.); to *Wick*, 161 M., in 6¼-7 hrs. (fares 26s. 9d., 12s.); only two through-trains daily besides an express on Frid. only, to both places in 4½ hrs. The picturesque district opened up by the first half of this route offers many attractions to the angler and the pedestrian.

Inverness, see p. 562. — The train crosses the *Ness* and (1 M.) the *Caledonian Canal* (p. 561), and beyond *Craig Phadrig* (p. 563; l.) comes in sight of the *Beauly Firth*, which it skirts for about 6 M. On the opposite side of the firth is the **Black Isle** (see p. 578), the name given to the peninsula between the Firths of Beauly and Cromarty. — Beyond (7 M.) *Clunes* we cross the *Beauly* by a viaduct,

from which there is a view (left) of *Beaufort Castle* (1885), the imposing seat of Lord Lovat, chief of the Frasers.

9½ M. **Beauly** (pron. 'Bewley'; *Lovat Arms; Priory; Caledonian*). The village, ½ M. to the right, contains a ruined *Priory* of 1230.

A pleasant walk or drive may be taken hence to the (3 M.) *Falls of Kilmorack* and (10 M.) *Struy*. Good walkers may go on thence through *Strathglass* to (17 M.) *Invercannich* (mail-cart daily from Beauly), and thence either through *Glen Affric* to (52 M. from Beauly) *Glen Shiel*, on the W. coast, one of the grandest walks in Scotland, or through *Glen Cannich* to (40 M.) *Loch Alsh* (p. 561); or through *Glen Urquhart* to (13 M.) *Drumnadrochit* (p. 562). Or from Struy they may proceed through *Glen Strathfarrar* to (35 M.) *Strathcarron* (see below). Inns are few and far between on these routes. The *Falls of the Glomach*, the highest and wildest in Scotland, may be visited from the Shiel Inn (10 M.), or from *Balmacara Hotel* (p. 561) on Loch Alsh (16 M.).

From (13 M.) *Muir of Ord* (Station Hotel), famous for its cattle markets, a branch-line runs viâ *Munlochy* and *Avoch* to (13 M.) Fortrose, in the Black Isle (see p. 577).

Fortrose *(Royal)*, with 1060 inhab., once the episcopal town of Ross, has a ruined cathedral. About 1 M. to the N.E. is *Rosemarkie* (Hawkhill Marine; Kincurdy), a sea-bathing and golfing resort, and 7 M. farther on is **Cromarty** *(Royal)*, with 1780 inhab., the diminutive county-town of Cromartyshire, on a safe and commodious bay, whence a steam-launch (fare 1*s.*) plies to (5 M.) *Invergordon* (see below). Hugh Miller (1802-56) was born at Cromarty. — Ferry from *Chanonry Point* to *Fort George*, see p. 563.

Beyond (16 M.) *Conon* we come in sight of the Cromarty Firth and cross the *Conon*. — 18½ M. **Dingwall** *(Royal*, well spoken of; *National; Räil. Rfmt. Rooms)*, the quiet county-town of Ross, at the head of the Cromarty Firth. Pop. 2750.

A branch-line (fares 9*d.*, 4½*d.*) runs hence in 10 min. to (4¾ M.) **Strathpeffer** (200 ft.; *Ben Wyvis*, R. 4*s.*, D. 4*s.* 6*d.*; *Spa*, R. from 4*s.*, D. 5*s.*; *Strathpeffer*, R. 4*s.*, D. from 3*s.*; also *Private Hotels* and *Lodgings*), a much visited and well-equipped spa, with sulphur and chalybeate springs and golf-links. Numerous excursions in the picturesque neighbourhood. *Ben Wyvis* (3429 ft.; guide and pony 20*s.*) is easily ascended hence in 8 hrs. (there and back).

From Dingwall to Kyle of Lochalsh, 63½ M., 'Dingwall & Skye Railway' in 2½-3½ hrs. (fares 10*s.* 7*d.*, 5*s.* 3½*d.*). This picturesque line traverses Scotland from E. to W. From (12 M.) *Garve* (hotel) coach-road to (32 M.) Ullapool, see p. 582. To the left we pass *Loch Luichart*. At (28 M.) *Achnasheen* (p. 563) diverges the coach-road to Loch Maree (p. 563) and (29 M.) Gairloch (p. 563). From (46 M.) *Strathcarron* (hotel) a road runs to (4 M.) *Lochcarron*, whence *Loch Torridon* may be visited (mail-gig twice daily to Lochcarron, once to *Shieldaig*). — From (53 M.) *Strome Ferry* (Station Hotel; Glenshiel) a ferry plies across *Loch Carron* to *Strome Castle*. — 58 M. *Plockton;* 60 M. *Duirinish*. — From (63½ M.) *Kyle of Lochalsh* (Station Hotel, R. 3*s.* 6*d.*, D. 4*s.* 6*d.*; Kyle Hotel; Rail. Rfmt. Rooms) steamers ply to Portree, Stornoway, Oban, etc. (comp. pp. 557, 558, 563). Ferry (½*d.*) to *Kyle Akin* (King's Arms; Kyleakin) in Skye.

Beyond Dingwall the railway skirts Cromarty Firth on the right, with a view of Ben Wyvis (see above) on the left. At (25 M.) *Novar* the misnamed *Aultgraat* ('ugly burn') descends through the **Black Rock of Kiltearn*, a curious deep and narrow gorge (3 hrs. there and back; inn at *Evanton*). — 31½ M. *Invergordon* (Commercial; Rail. Rfmt. Stall), a thriving little shipping-port, with 1120 inhab. and a steam-ferry to Cromarty (see above). 40 M. *Fearn* gave

name to an abbacy founded in 1230, of which Patrick Hamilton (p. 566) was titular abbot. The abbey-church (restored) is still used as the parish-church. — To the right lies the circular *Loch Eye*. A little farther on we obtain a fine view over the flat *Fendom More*, terminating in *Tarbat Ness* on the N., and over *Dornoch Firth*, behind which rise the Sutherland hills.

44 M. **Tain** *(Royal; Balnagown Arms)*, a quiet little town, with 1645 inhab., on Dornoch Firth, contains an ancient *Tower*, now forming part of the *County Buildings*, and the Gothic *Church of St. Duthac* or *Duthus*, erected about 1360, and restored in 1871-6.

About 4 M. to the N.W. is *Meikle Ferry*, where we may cross the firth (fare 1s.) to *Skibo*, near which is *Skibo Castle*, the residence of Mr. Andrew Carnegie. About 5 M. to the N.E. of Skibo is *Dornoch* (p. 580), which, however, is usually approached from *The Mound Station* (p. 580), 7 M. to the N., and no less than 34 M. from Tain by the circuitous route followed by the railway.

Beyond Tain the railway skirts the upper part of Dornoch Firth. — 57 M. *Bonar Bridge* (Rail. Rfmt. Rooms; Bridge Inn; Balnagown Arms, 1 M. to the S.). We next cross the *Carron Water* and shortly afterwards the *Kyle of Sutherland*, formed by the *Shin* and *Oykell*. Fine views to the left. From (61 M.) *Invershin* (Station Inn; Inveran Hotel, 1¼ M. to the N.), the first station in Sutherland, a road ascends beside the river *Oykell* to (9 M.) *Rosehall* (see below). The train ascends the precipitous valley of the Shin, high above the stream.

66¾ M. **Lairg** *(Rail. Rfmt. Stall)*. The village *(Sutherland Arms)* lies 2 M. from the station (omn., 1s.), at the foot of *Loch Shin* (17 M. long, 1-2 M. broad). From Lairg mail routes (motor-cars) diverge in various directions, by means of which the highly picturesque country to the W. and N.W., much frequented by anglers, may be conveniently explored (seats should be secured in advance).

From Lairg to Lochinver, 47 M., motor-car daily in 5½ hrs. (fare 10s.). Turning to the S. at the hotel, the road crosses the river *Shin*, skirts it for ½ M., and descends to (9 M.) *Rosehall*, near which are the pretty falls of the *Cassley*. Road hence to *Invershin*, see above. Beyond Rosehall our route ascends *Strath Oykell*, keeping near the river, to (16 M.) *Oykell Bridge Hotel*, frequented by anglers. As we proceed a number of isolated mountain-summits come into sight: to the right *Ben More* (see below), in front *Suilven* (p. 583), with *Canisp* on its right and *Coulmore* and *Coulbeg* on its left. Beyond the little *Loch Craggie* (on the left) the road descends to (26 M.) *Aultnacealgach Inn*, an anglers' resort on *Loch Borrolan*. From (27½ M.) *Ledmore* a road leads to the left to Loch Broom and (18 M.) *Ullapool* (p. 582). Our road turns to the N. and after an ascent descends again to (34 M.) **Inchnadamph Hotel* (pens. from 12s.), at the head of Loch Assynt, whence *Ben More of Assynt* (3273 ft.), *Canisp* (2779 ft.), and *Quinag* (2653 ft.) may be ascended. Farther on we skirt the N. bank of **Loch Assynt* (7 M. long; ½ M. wide), passing (36 M.) *Skaig Bridge*, whence a road leads to the N. to Scourie (p. 583), and finally descend from the foot of the loch to (47 M.) *Lochinver* (p. 583).

From Lairg to Scourie *(Durness)*, 44 M., motor-car daily in 5¼ hrs. (fare 10s.). The road, leading to the N. from the hotel, skirts the N.E. bank of *Loch Shin* for 5 M., then quits it for 7 M. more, but returns to it

at the (12 M.) river *Fiag*. *Ben Clibrick* (3154 ft.), *Ben Hope* (p. 581), *Ben Hee* (see below), and *Ben More* successively come in sight as we proceed. Near the lower end of the loch numerous traces of attempts at reclamation may be observed. We finally quit Loch Shin at (16 M.) *Overscaig Inn*, and proceed to the N.W. passing *Loch Griam* and *Loch Merkland*. To the right stretches *Reay Deer Forest*, culminating in *Ben Hee* (2864 ft.). At the N. end of *Loch More* we reach (30 M.) *Achfarrie*, beyond which the road runs between *Ben Stack* (2364 ft.) and *Loch Stack*. We follow the *Laxford*, the discharge of the latter, to (37 M.) **Laxford Bridge** (p. 583), where the road to *Durness* diverges (19 M.; mail-cart in connection with the motor-car, through-fare from Lairg 13*s*.), see p. 583. The road to Scourie does not cross the bridge, but turns to the S.W. — 44 M. *Scourie*, see p. 583.

From Lairg to Tongue, 37 M., motor-car daily in 3 hrs. 50 min. (fare 7*s*.). We follow the Scourie route (see p. 579) for 2 M., then turn to the right and ascend *Strath Tirry* to (12 M.) *Crask* (tavern), beyond which we descend through a moorland region with distant mountain-views to (21 M.) *Altnaharra* (inn), near the head of *Loch Naver* (6 M. long). A road diverging here to the W. leads to (20 M.) *Eribol* (see p. 584); another, leading to the E., skirts the N. bank of Loch Naver and then descends *Strath Naver* to (23 M.) *Bettyhill* (p. 584). — The Tongue road runs to the N. over moorland, then descends to pass between *Loch Loyal* and *Ben Loyal* (2504 ft.). We enjoy a fine sea-view on the final descent to (38 M.) *Tongue* (p. 584).

Beyond Lairg the railway descends to the coast through *Strathfleet*. 78 M. *The Mound*, so called from a mound 1000 yds. long, constructed by Telford across *Loch Fleet* to afford a passage for the road.

A branch-railway runs hence (7¾ M. in ½ hr.) to **Dornoch** (*Station Hotel*, R. 4*s*. 6*d*., D. 5*s*.; *Sutherland Arms*, R. 3*s*., D. 4*s*.), the clean and quiet county-town (514 inhab.) of Sutherland, with a 13th cent. *Cathedral*, now used as the parish-church, and one tower of a castle destroyed in 1570. Good sea-bathing and golfing.

To the left rises *Ben Bhragie* (1256 ft.), on the summit of which is a colossal monument, by *Chantrey*, to the first Duke of Sutherland. — 82½ M. *Golspie* (Sutherland Arms, R. 3*s*. 6*d*., D. 4*s*.), a pleasant but somewhat dull village with 1665 inhab., on the coast. About ¾ M. to the N.E. is *Dunrobin Castle*, the magnificent seat of the Duke of Sutherland, a modern edifice incorporating the remains of an ancient fortress dating from 1097. Visitors are admitted to the grounds, in which is a *Museum* of northern antiquities.

We now cross the *Brora* to (88½ M.) *Brora* (Royal Victoria; Sutherland Arms, pens. from 9*s*.), a golfing-resort, with coal-mines. In this neighbourhood numerous Pictish remains have been found, including *Cinn Trolla*, a Pictish house, passed by the railway 3 M. farther on. — At (95¾ M.) *Loth* we pass *Glen Loth*, where the last wolf was killed in Scotland in 1680. — 101½ M. *Helmsdale* (Belgrave Arms; Commercial, R. 3*s*. 6*d*., D. from 2*s*. 6*d*.; Rail. Rfmt. Stall), a flourishing seat of the herring-fishery, with a ruined castle (15th cent.). The railway here abruptly leaves the coast to avoid the *Ord of Caithness*, and ascends the uninteresting *Strath Ullie*.

From Helmsdale a road runs along the coast to (23½ M.) *Lybster* (mail gig daily) viâ (9½ M.) *Berriedale*, (15½ M.) *Dunbeath* (inn), (19 M.) *Lathero* (inn), and (21 M.) *Forse* (inn). From *Lybster* (Portland Arms), an important fishing-village, a light railway goes on to (13½ M.) *Wick* (p. 581).

The *Suisgill Burn*, on the right, beyond (110¾ M.) *Kildonan* was the scene of the 'Sutherland gold-diggings' in 1868-9. On both

sides of the line are seen remains of unsuccessful reclamation-works, now abandoned. To the left lies *Loch Ruar*. From (128½ M.) *Forsinard* (inn) a road runs due N., up *Strath Halladale*, to (16 M.) *Melvich* (p. 584). The scenery improves. To the left are the two peaks of *Ben Griam* (1936 ft., 1900 ft.) and (farther off) *Ben Loyal* (2504 ft.) and *Ben Hope* (3040 ft.); and in the distance to the right rise *Morven* (2313 ft.), the *Maiden Pap* (1587 ft.), and *Scaraven* (2054 ft.). — 145¾ M. *Halkirk* (Ulbster Inn) is situated on the *Thurso River*, a famous salmon-stream. The ancient *Brawl Tower* is fitted up as an anglers' hotel. — At (147¼ M.) *Georgemas Junction* the lines to Thurso and Wick diverge.

154 M. **Thurso** *(Royal; Station)*, an irregularly built town with 3500 inhab., is situated on a bay commanding a fine view of Hoy (p. 585). The Town Hall contains a *Museum*, including the collections of Robert Dick (d. 1866), baker and naturalist. Large quantities of Caithness flagstones are exported annually. The harbour is small, and all large vessels lie in *Scrabster Roads*, 2 M. to the N.W. (omnibus 1*s*.). To the E. rise *Thurso Castle*, the handsome modern residence of Sir John Sinclair, and *Harold's Tower*, over the tomb of Earl Harold (d. 1190), who ruled Caithness, Orkney, and Shetland.

Steamer from Scrabster to *Orkney* (p. 584) daily; to *Stornoway* and to *Aberdeen* and *Leith* once a week; coach from Thurso to *Wick* daily; motor-cars to (46 M.) *Tongue* (p. 584), and to *Mey* and *Huna* (19 M., in 2 hrs.); mail-cars to *Melvich* (p. 584) and to (8 M.) *Dunnet*; omnibus to *Castletown*. — *Dunnet Head* (346 ft.), about 14 M. by road from Thurso, is the most northerly point of Scotland.

Beyond Georgemas the line to Wick passes *Loch Watten*, on the left.

161 M. **Wick** *(Station; Caledonian)*, the chief seat of an extensive fishery district, with a harbour recently improved at a cost of 100,000*l*. During the herring-season the ordinary population of about 8500 is nearly doubled. The view of the herring-fleet entering or leaving the harbour, and the operations of cleaning and packing the fish are characteristic. About 1¼ M. to the S. of the town is the *Auld Man o' Wick*, a square tower of the castle of Old Wick.

A mail-cart (fare 2*s*. 6*d*.) runs daily to (18½ M.) the site of *John o'Groat's House* (hotel), viâ (7½ M.) *Keiss* (inn) and (17 M.) *Huna*. John o'Groat, according to the legend, was a Dutchman, who built an octagonal house, with eight doors and containing an eight-sided table, in order to prevent disputes as to precedence in his family. — About 1½ M. to the E. is *Dunsansby Head* (210 ft.), with fine cliff-scenery and sea-view. — From Huna a motor-car plies daily to the W. to (19 M.) Thurso (see above), viâ (6 M.) *Mey* (Berriedale Arms), (11 M.) *Dunnet* (hotel), and (14 M.) *Castletown*.

Steamers ply from Wick to *Aberdeen* and *Leith* twice a week, and to *Thurso* and *Stornoway* once a week. Mail-gig daily to (21 M.) *Thurso* (fare 5*s*. 6*d*.; see above); light railway to (13½ M.) *Lybster* (see p. 580).

77. From Gairloch to Ullapool, Lochinver, Durness, and Thurso.

206 M. Coast Road practicable all the way for carriages, which may be hired at the principal hotels *en route*, but not for motor-cars (comp. p. xxviii). There is no public conveyance all the way, but *Mail Carts* or *Motor Cars* ply over certain stages: *e.g.* Gairloch to (14 M.) Aultbea; Lochinver to (11 M.) *Skaig Bridge* (motor); Scourie to (7 M.) Laxford Bridge (motor); Laxford Bridge to (13 M.) Durness; Tongue to (46 M.) Thurso (motor). The tourist may avail himself also of the steamers 'Chieftain' and 'Claymore' (from Glasgow, Oban, or Portree; see pp. 550, 558, 559), calling weekly at Gairloch, Poolewe, Aultbea, Ullapool, and Lochinver (on the northward journey only), to Stornoway, and thence proceed to Thurso direct (weekly steamer) or viâ Stromness (weekly). In July and Aug. the 'Gael' goes on from Gairloch to Lochinver on Sat. only, returning on Monday. During the season other steamers also call occasionally at Inverpolly, Badcall, Loch Inchard, and Loch Eribol (see *MacBrayne's Monthly Sailing Bills*). Sailing or rowing-boats may be hired at various points. — Dundonnell, Ullapool, Lochinver, etc., are convenient starting-places for excursions into the interior of Ross and Sutherland; and at various points coach roads (motor-car or mail-carts) diverge to the E. and S.E., connecting with R. 76 at Garve (p. 578), Lairg (p. 579), etc. — It should be noted that after the beginning of August, when deer-stalking begins, the liberty of traversing the moors and ascending the mountains is much curtailed. Anglers will find numerous good streams in this district, about which information is supplied at the hotels.

From Gairloch to Ullapool, 42 M. *Gairloch*, see p. 563. The road leads to the N.E., viâ (3 M.) *Loch Tollie*, whence there is a fine *View of Loch Maree (p. 563), to (7 M.) *Poolewe* (Poolewe Hotel), at the head of *Loch Ewe*. 14 M. *Aultbea* (hotel) lies opposite the well-cultivated *Ewe Island*. — 17 M. *Sand*, on Gruinard Bay.

Boats may be hired here, either for the whole journey to *Ullapool*, round *Cailleach Head*, or up Little Loch Broom to *Dundonnell* (see below); fare for either about 23*s*., time 3-5 hrs.

The road beyond Sand skirts the coast, crossing (21 M.) the *Gruinard* by a bridge, then ascends inland to the right beyond *Mungasdale*. A little farther on, fine view of *Little Loch Broom*, between *Sailmor* (2508 ft.) on the S. and *Ben Goleach* (2082 ft.) on the N. At the head of the loch lies (34 M.) *Dundonnell* (hotel).

To the S. lies the mountainous *Dundonnell Forest*, culminating in *Challich* (*An Teallach*; 3483 ft.). — The road to (34 M.) *Garve* (p. 578) ascends the picturesque course of the *Strathbeg River*, which enters the loch at Dundonnell, and joins the road from Ullapool at (15 M.) *Braemore* (p. 583).

The road now surmounts the col to the N., and descends to *Loch Broom* ('Loch of the Showers') at (40 M.) *Aultnaharrie*, whence we ferry across to (1 M.) —

42 M. **Ullapool** (*Royal*, pens. 45-60*s*. per week; *Caledonian*, R. 2-3*s*., D. 3-4*s*.), a village with 870 inhab. and a good harbour. Founded in 1788 by the British Fishery Society as a fishing-station, Ullapool has lost its importance with the decline of the herring-fishery. *Loch Achallt* lies 3 M. to the E.

A steamer plies hence weekly to *Stornoway* (5*s*.).

From Ullapool to Garve, 32 M., mail-cart daily in 5½ hrs. (fare 9*s*.); also motor-car daily in summer in 2¼ hrs. This fine route follows an

undulating course to the S.E., skirting the N.E. shore of *Loch Broom* (p. 582), then ascends the river *Broom* to (13 M.) *Braemore*, in the grounds of which (adm. free) are the picturesque *Falls of Measach*. To the left rises *Ben Dearg* (3547 ft.). Thence we ascend to *Dirrie More* (910 ft.), a desolate pass on the watershed between the Atlantic and German Oceans, and descend again to (22 M.) *Alguish* (inn), whence the road leads down *Strath Garve*, with a view of *Little Ben Wyvis* (2497 ft.) on the left, to (32 M.) *Garve* (p. 578).

From Ullapool to Lochinver, 32 M. — We skirt Loch Broom for some miles, with a view of *Isle Martin* to the left, strike inland at the *Cainaird River*, and beyond the slopes of *Ben More Coigach* (2438 ft.) turn to the W. along the N. banks of *Loch Lurgan* and *Loch Baddeyyle*, with *Coulbey* (2520 ft.) and *Stack Polly* (2010 ft.) on our right. 23 M. *Inverpolly* lies on *Enard Bay*, a little beyond the river *Polly*. Crossing the *Kirkaig*, with a view, to the right, of Suilven and (farther off) Canisp (see below), we reach —

32 M. **Lochinver** (*Culag Hotel*, near the pier, first-class, R. from 4*s*., D. 4*s*. 6*d*.), with good sea-bathing, a tourist, angling, and summer resort of growing popularity.

Among the numerous excursions conveniently made hence are those to *Suilven* or the *Sugarloaf* (2399 ft.), *Canisp* (2779 ft.), **Loch Assynt*, *Quinag* (see below), etc. Motor-car daily to *Lairg* (comp. p. 579); steamer weekly to *Stornoway* (p. 559) and every Mon. morning in July and Aug. to *Portree*, *Mallaig*, and *Oban* (p. 552).

From Lochinver to Scourie, 30 M. The usual carriage-route ascends the valley of the Inver and skirts the N. bank of **Loch Assynt* to (11 M.) *Skaig Bridge* (p. 579), whence it runs to the N. between *Glasven* (2541 ft.; right) and *Quinag* (2653 ft.; left). At (18 M.) *Kylesku Ferry* (inn) we cross the strait between *Loch Cairnbawn* (left) and *Loch Glencoul* and *Glendhu* (right). The road approaches the coast again at *Eddrachillis Bay*, on which lies (27 M.) *Badcall*.

A shorter route diverges to the W. from the above at Lochinver, and runs round the coast to (15 M.) *Drumbeg* (inn), whence we ferry (10*s*.) to (22 M.) *Badcall* (see above). This route should be chosen by those who have already seen Loch Assynt.

30 M. **Scourie** (*Hotel*, well spoken of), a good angling centre, is a straggling village, with a view of the island of *Handa*, interesting to ornithologists.

Motor-car to *Lairg* viâ (7 M.) *Laxford Bridge*, and mail-cart from the latter to (26 M.) *Durness*, see pp. 579, 580.

From Scourie to Durness, 26 M. — A steep ascent brings us to (7 M.) *Laxford Bridge* (p. 580). To the right rise *Ben Arkle* (2580 ft.) and *Foinaven* (2980 ft.). 12 M. *Rhiconich Inn*, at the head of *Loch Inchard*. About 10 M. farther on we reach the *Kyle of Durness*, across which a ferry (road to the left, 2 M. short of Durness) leads to the Cape Wrath road (see p. 584). — 26 M. *Durness* (Hotel, well spoken of), near the mouth of the Kyle, with a view of Hoy (p. 585). At (1/2 M.) *Balmakiel* is an ancient ruined church, with some interesting tombstones.

On the coast, 1 M. to the E., is **Smoo Cave*, consisting of several huge chambers in the limestone rock; the inner chambers are accessible only

by boat (bargain). — About 14 M. to the N.W. (good road; ferry, see p. 583) is Cape Wrath, the N.W. extremity of Scotland, with majestic cliffs from 250 to 600 ft. high. On the cape is a lighthouse (rfmts.). — Mail-cart from Durness to *Laxford Bridge*, and motor-car thence to *Lairg* or *Scourie*, see p. 580.

From Durness to Thurso, 76 M. This route skirts the extreme N. coast of Scotland. About 3 M. beyond the Smoo Cave (p. 583) the road reaches the W. bank of *Loch Eribol*. A ferry ($1^1/_2$ M. across) from (6 M.) *Portancon* to Heilim on the E. bank (see below) enables the pedestrian to save about 12 M. of walking, while the carriage-road, skirting the slopes of *Ben Spionn* (2537 ft.) and *Grann Stacach* (Cranstackie; 2630 ft.), doubles the head of the loch (fine scenery) about 5 M. farther to the S. On the E. bank the road leads to the N. viâ the (15 M.) village of *Eribol* to (18 M.) *Heilim*. From Eribol a road leads to the S., under the slopes of Ben Hope, to (20 M.) *Altnaharra* and (41 M.) *Lairg* (p. 579). — Beyond Heilim carriages as well as pedestrians are ferried over the (20 M.) *Hope River* and (at high tide only) the (27 M.) *Kyle of Tongue* to (30 M.) *Tongue* (*Hotel).

A motor-car plies hence daily to (46 M.) *Thurso* (p. 581) in 4 hrs.; another to (37 M.) *Lairg* (see p. 580).

From Tongue the road leads to the E. over the *Borgie* to ($43^1/_2$ M.) *Bettyhill of Farr* (*Hotel), at the mouth of *Strath Naver*. Road to *Altnaharra*, see p. 580. From ($54^1/_2$ M.) *Strathy* a coach plies daily to Thurso (3*s.*). 58 M. *Melvich* (inn; to Forsinard, see p. 581).

Near (65 M.) *Reay* (inn) we enter Caithness. We cross the *Forss Water*. — 76 M. *Thurso* (p. 581).

78. Orkney and Shetland Islands.

Steamer daily from Scrabster (p. 581) to (ca. 3 hrs.) *Scapa* and (ca. $4^1/_2$ hrs.) *Stromness* (fares 7*s.*, 4*s.*), usually touching at *Hoxa* (for St. Margaret's Hope) on the return-voyage. — From Leith, viâ (7 hrs.) Aberdeen, twice weekly to (24 hrs.) *Kirkwall* (20*s.*, 9*s.*) and (ca. 36 hrs.) *Lerwick* (26*s.*, 10*s.* 6*d.*); twice weekly direct to (30 hrs.) *Lerwick;* once fortnightly to Wick, *St. Margaret's Hope*, and Thurso; and once weekly to (24 hrs.) *Stromness* (20*s.*, 9*s.*), *Scalloway* (26*s.*, 10*s.* 6*d.*), and *Hillswick*. Return-tickets, available for three months, on all these routes, at a fare and a half. Tickets for round trip of five days (berth and board included) from Leith, 3*l.* 10*s.* — From Oban (Liverpool) Messrs. Langlands & Sons' steamers weekly in summer to ($25^1/_2$ hrs.) *Stromness* (fare 30*s.*, incl. meals 37*s.* 6*d.*). — In winter the steamers ply less frequently.

From Kirkwall the 'Orcadia' plies thrice weekly to the N. of Orkney; and from Lerwick the 'Earl of Zetland' four times weekly to the N. of Shetland (information at the offices of the North of Scotland and Orkney and Shetland Steam Navigation Co. at Leith, Aberdeen, Kirkwall, Lerwick, or Scalloway).

The Orkney Islands (375 sq. M.; pop. 27,723) are about 90 in number, of which 28 are inhabited. *Pomona* or *Mainland* (207 sq. M.; pop. ca. 17,000) is the largest. They are separated from the N. of Scotland by the tempestuous *Pentland Firth*, $6^1/_2$-8 M. wide. The Shetland Islands (551 sq. M.; pop. 27,755), about 100 in number,

29 inhabited, lie 50 M. to the N.E. of the Orkneys, with which they unite to elect a member of parliament, though forming a separate county. *Mainland* (378 sq. M.; pop. ca. 20,000) is the largest.

The inhabitants of these northern archipelagoes, who pride themselves upon their Scandinavian origin, stoutly refusing to call themselves Scots, speak a dialect of English, with, especially in Shetland, an infusion of Norse words; and they still retain many peculiar manners and customs. The *Udallers*, or small landowners ('peerie lairds'), are the only real freeholders in Scotland. The chief occupations are agriculture and fishing, the latter of which has recently been largely developed, so that Shetland is now one of the chief seats of the Scottish herring-fishery. Shetland hand-knit shawls and hosiery and Shetland ponies are also noted. The chief attractions of the islands are the magnificent coast-scenery, and the *brochs* or round towers and other prehistoric antiquities, most abundant in Orkney. Anglers find excellent fishing for sea-trout and brown trout.

In 875 the Orkneys and Shetlands were conquered by Harold Haarfagr, and they remained under Scandinavian sway until 1468, when they were assigned to James III. of Scotland, as a pledge for the dowry of his wife, Margaret of Denmark, which was never paid. In 1590 when James VI. married Anne of Denmark, the Danish suzerainty over the islands was formally relinquished. Sir Walter Scott has made them classic ground by his 'Pirate'.

The best time for visiting these islands is between the middle of June and the end of August. A week will be found ample time by the ordinary tourist. Enquiries as to inns or night-quarters in the northern parts of the groups should be made beforehand.

1. The Orkney Islands.

The steamer from Scrabster (p. 584) to (4½ hrs.) Stromness crosses the *Pentland Firth*, and stops first at (ca. 3 hrs.) *Scapa*, on Mainland, 2 M. to the S. of Kirkwall, whence carriages (1s.) are sent to meet the boat. Scapa Bay has recently been made one of the headquarters of the Home Fleet during the naval training season.

Stromness *(Stromness Hotel; Mason's Arms; Commercial)*, a picturesque and prosperous little seaport, with 1900 inhab., on a sheltered bay, was the birthplace of John Gow, the 'Cleveland' of Scott's 'Pirate', and of Geo. Stewart, the 'Torquil' of Byron's poem 'The Island'.

Excursions. To the island of *Hoy, about 1 day; boat 10s., to the 'Old Man' 15s. The chief points in Hoy are the fine cliffs on the N. and N.W. coast (including the *Old Man of Hoy*, an isolated and conspicuous column of sandstone, 450 ft. high), the *Dwarfie Stone*, and *Ward Hill* (1564 ft.), the highest point in the county. — To (14 M.) Birsay (*Barony Hotel*, temperance), viâ *Black Crag* (406 ft.), the 'stacks' of *North Gaulton* and *Castle of Yesnaby*, the *Hole of Rowe*, and other fine points on the W. coast of Mainland. At Birsay are a ruined *Palace* (16th cent.), built by a natural son of James V., a broch, and two ruined churches. — To (14 M.) *Kirkwall* (Stones of Stenness, etc.), see p. 586. Steamer to *Scalloway*, etc., once weekly.

Kirkwall. — Kirkwall Hotel, near the pier; Castle, near the Cathedral; Queen's; Royal; several Temperance Hotels. — *Coaches* to Stromness, see p. 586. Mail-gigs leave Kirkwall daily (usually at an early hour) for various parts of the island. — *Steamers*, see p. 584. — *Golf Course*, ½ M. from the town.

Kirkwall, *i.e.* 'Church Bay', the capital of Orkney, is a clean but dull town, with 3925 inhab. and a good harbour. The **Cathedral of St. Magnus* (Norm. and E.E.; adm. 6*d.*), founded in 1137 but not completed till 1540, is one of the three old Scottish cathedrals that are still in nearly complete preservation (comp. pp. 539, 547). The chancel, which is used as the parish-church, has a good rose-window, inserted about 1510. The arcade-work on the walls of the nave-aisles should be noticed. In the nave are monuments to *William Baikie* (1825-64), the African explorer, and to *John Rae* (1813-93), the Arctic traveller. Adjoining are the ruined *Bishop's Palace*, in which Haco of Norway died in 1263, and the *Earl's Palace*, built about 1600 by Earl Patrick Stewart, the hall of which is mentioned in the 'Pirate'. To the E. of the town are the remains of a fort built by Cromwell, known as *The Mount*.

Excursions. Coaches and motor-cars (fare 2*s.*, return 3*s.*) ply daily to (14 M.) *Stromness*, affording an opportunity of visiting (9 M.) the *Tumulus of Maeshowe* and (10½ M.) the Standing Stones of Stenness. The former (adm. 6*d.*; guide's house to the left of the road), a chambered sepulchral mound, 36 ft. high and 300 ft. in circumference, was found in 1861 to contain various rude carvings and Runic inscriptions. The **Stones of Stenness* comprise two stone-circles in a bleak and striking situation on two promontories, between the *Loch of Stenness* and the *Loch of Harray*, connected by a causeway known as the *Bridge of Brogar*. Adjacent is the *Standing Stones Hotel*, frequented by anglers. 14 M. *Stromness*, see p. 585. — Other excursions may be made to *Wideford Hill* (726 ft.; view), 2 M. to the W. of Kirkwall; to *Deerness*, the easternmost part of Mainland; to (20 M.) *Birsay* (p. 585), its N.W. extremity, etc.

To Burray, with a fine broch, a ferry (2*s.*) plies from *St. Mary's* (inn), 6 M. to the S. of Kirkwall. From the S. side of Burray another ferry (6*d.*) crosses to a point within 2 M. of *St. Margaret's Hope* (Hope Hotel; steamer, see p. 584) on South Ronaldshay. *Hoxa* (steamer, see p. 584) lies 3 M. to the W. — To (4 M.) Shapinshay, on which is *Balfour Castle*, with fine grounds, a mail-boat plies every afternoon, returning in the morning. — To Rousay, a local steamer twice or thrice weekly. The adjacent Eglishay is said to derive its name from *Ecclesia*, in honour of the old ruined *Church of St. Magnus*, remarkable for its round tower.

To the Northern Orkneys by the 'Orcadia', see p. 584. — Stronsay (Hotel near the pier) and Sanday (Kettletoft Inn) both contain brochs, and Eday, in which the scenery is more attractive, has numerous antiquities. In Westray is the ruined *Castle of Noltland*, begun in 1422. The scenery of *Noup Head* (250 ft.), 3 M. to the N.W. of *Pierowall* (inns), the chief village in Westray, is famous. *Fitty Hill* (550 ft.), 3 M. to the S.S.W., commands a fine view. North Ronaldshay is accessible only by boat from *Otterswick*, on the N. side of Sanday.

2. The Shetland Islands.

The weekly steamer from Stromness to Scalloway, calling once a fortnight at Spiggie (p. 587), affords a good view of the cliff-scenery on the W. side of the Orkneys; but most tourists will find the route from Kirkwall to (8-9 hrs. fares 9*s.*, 4*s.* 6*d.*) Lerwick

more convenient. About halfway on the latter we pass the lonely *Fair Isle* (200 inhab.), famous for its hand-knit hosiery, with patterns said to have been introduced by the crew of a shipwrecked vessel of the Spanish Armada.

Lerwick. — Grand Hotel, Commercial St., R. 4s., D. 3-4s.; Queen's, same street, pens. 6s. per week; Royal. — *Golf Courses* beside the town and on Bressay. — Coach to Scalloway, see below. Mail carts leave Lerwick several times a week for various parts of the island.

Lerwick, i.e. 'Clay Bay', capital of Shetland, a seaport with 4060 inhab., has a good pier and esplanade. The fine *Town Hall* (adm. 6d.) contains modern stained-glass windows, illustrating the history of Shetland, and a small picture-gallery. Fine view from the tower. The *Anderson Institute* is a school. At the N. end of the town is *Fort Charlotte*, originally built by Cromwell. The island of Bressay landlocks the harbour (steam-launch hourly 1s.).

Excursions. To the *Noup of Noss* (600 ft.), either by boat (8-9 hrs.; 20s.) or steam-launch (30s.) round Bressay or on foot (14 M. there and back), ferrying from Lerwick to Bressay, and from Bressay to Noss. Or we may land at the *Orkneyman's Cave*, at the S. end of Bressay, and walk thence to the ferry to Noss. A permit (6d.) to land on Noss must be obtained from the factor, at Maryfield, on Bressay. The cliffs are best seen from the sea. The tiny *Holm of Noss* is separated from the S. end of Noss by a precipitous chasm only 60 ft. wide, formerly crossed by a 'cradle' working along two parallel ropes, now removed in consequence of accidents. — To *Mousa* and *Fitful Head*, 28 M. The road runs to the S. from *Gulberwick* to (13 M.) *Sandlodge*, where permission is obtained to ferry to the (2 M.) island of *Mousa*, on which is the finest **Broch* or '*Pictish Tower*' in Scotland. About 2 M. to the S. of Sandlodge the road forks. The right (W.) branch leads to (6 M.) *Spiggie* (hotel; steamer, p. 586), about 4 M. to the S. of which is **Fitful Head* (328 ft.). The left branch of the road runs due S. to (25 M.) *Sumburgh Head* (300 ft.). There is a lighthouse on each promontory.

From Lerwick a Coach (fare 1s.) plies twice daily in summer to (7 M.) Scalloway. Pedestrians may choose the longer road viâ *Tingwall*.

Scalloway *(Royal; Scalloway)*, with 730 inhab., is picturesquely situated at the head of *Cliff Sound*. The *Castle*, built in 1600 by Earl Patrick Stewart, is in tolerable preservation (gratuity).

The steamer route from Scalloway to Hillswick (comp. p. 584) is one of the finest excursions in the islands, with views of magnificent cliff-scenery. To the W. as we leave Scalloway appears the distant island of *Foula* (260 inhab.), a famous haunt of sea-fowl. To the right is the parish of *Walls*, noted for its 'voes' (bays) and lochs. The steamer usually calls at the village of *Walls* (lodgings). At *Brae*, where Mainland narrows to an isthmus, the *Mavis Grind* or *Gulf's Bridge*, only 50 yds. wide, it is sometimes possible to catch the Lerwick steamer in the *Sullem Voe*. — Hillswick (*St. Magnus Hotel*, belonging to the Steamer Co., R. 4s. 6d., D. 8s. 6d., pens. 63s. per week) is near some of the best cliff-scenery in the islands.

To the Northern Shetlands by the 'Earl of Zetland', see p. 584. The course of this steamer varies on different days; apply for information at the Steamer Co.'s offices (p. 584). — Whalsay is the first island touched at. On Yell, a bleak island with numerous brochs and ruined chapels, the steamer calls at *Mid Yell*. Opposite

lies the fertile and picturesque island of FETLAR, occasionally touched at. The northernmost island is UNST. We call at *Uyeasound* (lodgings), at its S. end, to the W. of which is the ruined *Muness Castle* (1598), visible from the steamer as it proceeds to *Baltasound* (Queen's Hotel; lodgings), an important fishing-station on the E. coast. Near the last are three stone-circles. About 2 M. to the N. is *Haroldswick*, where Harold Haarfagr landed in 872 to begin the conquest of the islands. — On certain voyages the 'Earl of Zetland' visits the N.W. part of Mainland, touching at *Mossbank*, *Brae*, or *Ollaberry*, and going on to *Sandwick*, on the W. coast of Yell.

A circular tour (fare 30*s*., incl. steamer and hotel) may be made by taking the Tues. steamer from Lerwick to *Ollaberry*, driving thence to (7 M.) *Hillswick*, and returning next day by steamer to *Scalloway*.

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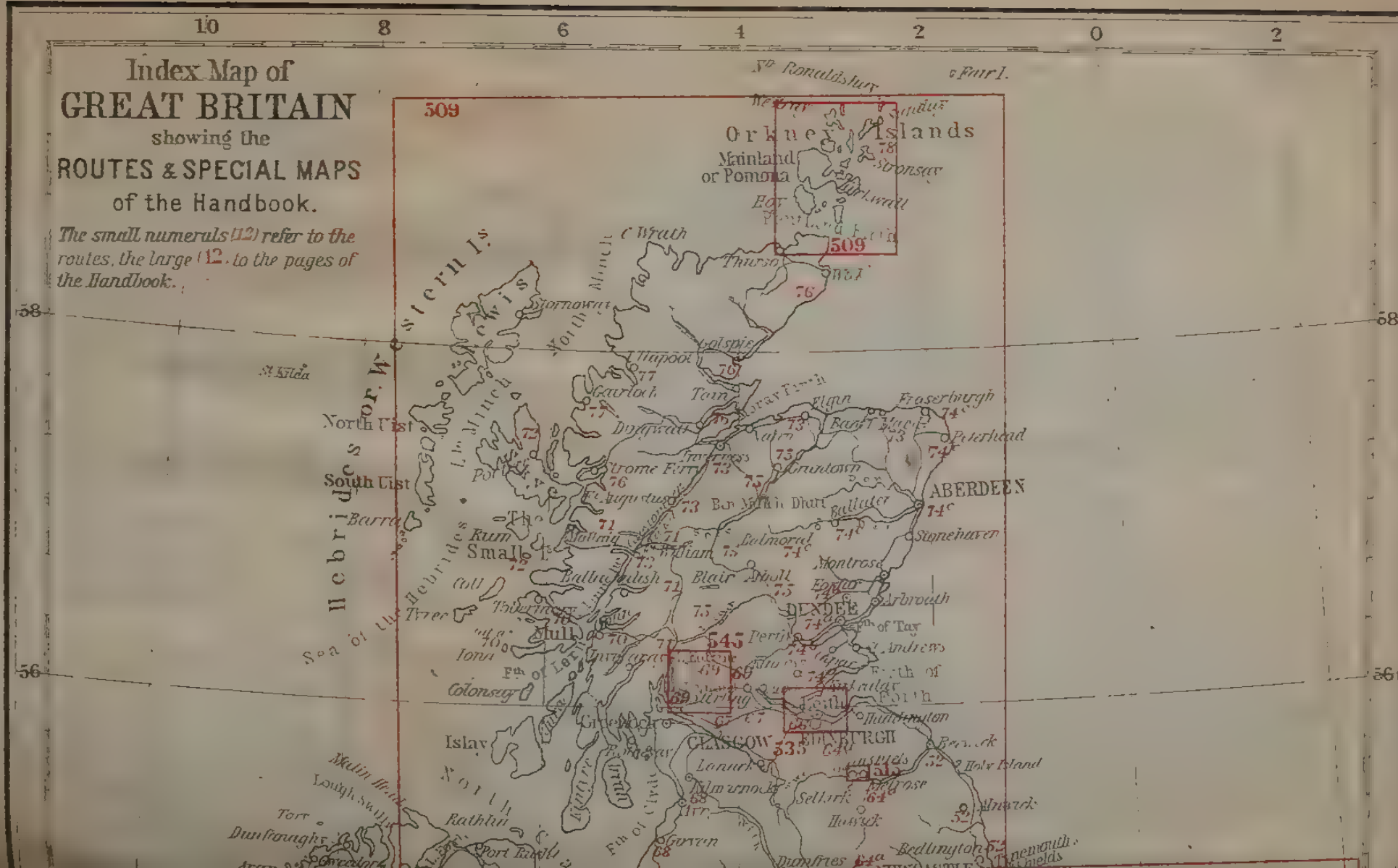
Index Map of GREAT BRITAIN

showing the

ROUTES & SPECIAL MAPS

of the Handbook.

The small numerals (12) refer to the routes, the large (12.) to the pages of the Handbook.


10
8
6
4
2
0
2
58
56
509
545
535
Orkney Islands
Mainland or Pomona
Shetland Islands
Outer Hebrides or Western Isles
Lewis
North Uist
South Uist
Barra
St Kilda
Rum
Small Isles
Coll
Tiree
Mull
Iona
Colonsay
Islay
Jura
Sea of the Hebrides
North Channel
Pt of Ayr
Pt of Clyde
Pt of Tay
Pt of Leith
Firth of Forth
Firth of Clyde
Loch Linnhe
Loch Lomond
Loch Ness
Loch Maree
Loch Broom
Loch Torridon
Loch Carron
Loch Alsh
Loch Hourn
Loch Nevis
Loch Sunart
Loch Etive
Loch Fyne
Loch Long
Loch Gareloch
Loch Striven
Loch Ryan
Loch Indaal
Loch Gruinard
Loch Ewe
Loch Gairloch
Loch Inver
Loch Eriboll
Loch Laxford
Loch Erisort
Loch Roag
Loch Seaforth
Loch Shiel
Loch Leven
Loch Tay
Loch Earn
Loch Rannoch
Loch Katrine
Loch Achray
Loch Voil
Loch Lubnaig
Loch Awe
Loch Tummel
Loch Garry
Loch Oich
Loch Arkaig
Loch Lochy
Loch Morar
Loch Shiel
Loch Doon
Loch Ken
Loch Maben
Loch Skerrow
Loch Urr
Loch Dee
Loch Trool
Loch Ryan
Loch Indaal
Loch Gruinard
Loch Ewe
Loch Gairloch
Loch Inver
Loch Eriboll
Loch Laxford
Loch Erisort
Loch Roag
Loch Seaforth
Loch Shiel
Loch Leven
Loch Tay
Loch Earn
Loch Rannoch
Loch Katrine
Loch Achray
Loch Voil
Loch Lubnaig
Loch Awe
Loch Tummel
Loch Garry
Loch Oich
Loch Arkaig
Loch Lochy
Loch Morar
Loch Shiel
Loch Doon
Loch Ken
Loch Maben
Loch Skerrow
Loch Urr
Loch Dee
Loch Trool
Stornoway
Ullapool
Gairloch
Torridon
Dingwall
Inverness
Fort William
Fort Augustus
Fort George
Nairn
Elgin
Fraserburgh
Peterhead
Aberdeen
Stonehaven
Montrose
Arbroath
Dundee
Perth
St Andrews
Cupar
Kinross
Stirling
Dunfermline
Edinburgh
Leith
Musselburgh
Berwick
Holy Island
Glasgow
Greenock
Paisley
Lanark
Hamilton
Motherwell
Kilmarnock
Ayr
Girvan
Stranraer
Portpatrick
Wigtown
Newton Stewart
Castle Douglas
Dumfries
Annan
Gretna
Moffat
Selkirk
Hawick
Jedburgh
Kelso
Coldstream
Berwick
Alnwick
Bamburgh
Belford
Wooler
Bellingham
Hexham
Newcastle
Gateshead
Sunderland
Durham
Darlington
Stockton
Middlesbrough
Whitby
Scarborough
Bridlington
Hull
Beverley
Goole
Selby
York
Harrogate
Ripon
Leeds
Bradford
Halifax
Huddersfield
Wakefield
Doncaster
Sheffield
Barnsley
Rotherham
Chesterfield
Mansfield
Worksop
Retford
Gainsborough
Lincoln
Grantham
Sleaford
Boston
Skegness
Louth
Grimsby
Cleethorpes
Barton
Scunthorpe

IRISH SEA
Preston
BLACKBURN
BRADFORD
BOLTON
OLDHAM
MANCHESTER
LIVERPOOL
Birkenhead
Stockport
SHEFFIELD
NOTTINGHAM
Derby
Burton
Grantham
Boston
Lincoln
Hull
Mark
Anglesey
Carnarvon
Bangor
Swansea
Cardigan
Aberystwyth
Barmouth
Dolgelly
Cardiff
Bristol Channel
BIRMINGHAM
Wolverhampton
LEICESTER
Northampton
Norwich
Ipswich
Cambridge
Colchester
Harwich
Cheltenham
Gloucester
Oxford
Reading
LONDON
Chatham
Croydon
Maidstone
Hastings
Eastbourne
Brighton
Southampton
Portsmouth
Wight
Bath
Bristol
Swindon
Cardiff
Merthyr Tydfil
Monmouth
Hereford
Worcester
Warwick
Stratford
Coventry
Peterborough
Huntingdon
Bedford
Hunstanton
Norwich
Lowestoft
Yarmouth
Cambridge
Ipswich
Harwich
Colchester
Southend
Sheerness
Queenborough
Margate
Ashford
Folkestone
Calais
Boulogne
Étaples
Dieppe
Fécamp
ROUEN
LE HAVRE
Cherbourg
Alderney
Guernsey
Jersey
Channel Is.
(Is Normandes)
Scilly Is
Lizard Pt
Falmouth
Plymouth
Dartmouth
Torquay
Exeter
Dorchester
Weymouth
Portland
Bournemouth
Poole
Salisbury
Winchester
Bath
Bristol Channel
St. George's Channel
The English Channel
La Manche
DUBLIN
Kingstown
Greenore
Dundalk
Drogheda
Mullingar
Galway
Arran Is
Galway B
Hisdoonvarna
Ennis
Nenagh
Killaloe
Kilkenny
Arklow
Wicklow
Carlow
Kilkee
Kilrush
Limerick
Shannon
Charleville
Tralee
Killarney
Mallow
Lismore
Waterford
Rosslare
Cork
Youghal
Queenstown
Kinsale
Skibbereen
Bantry
Glengarriff
Kenmare
Valentia
Cardigan
Fishguard
Davids Hd
Haverfordwest
Milford
Pembroke
Carmarthen
Llanelly
Swansea
Gower
Ilfracombe
Barnstaple
Bideford
Hartland Pt
Camelford
Padstow
Tavistock
Bodmin
Truro
Penzance
Lands End
Tresco
Scilly Is
Lizard Pt
Falmouth
Scale 1 : 6.000.000
English Miles
Kilomètres
10
8
6
4
2
0
52
50
Wagner & Debes Geog. Estab. Leipzig